VOL. CCXVII, No. 2836
PRICE TWO SHILLINGS

Fit "TripleX" Reg'd - and be safe

THE SPHERE
With which is incorporated "BLACK & WHITE"
JUNE 19, 1954

The SPHERE

with which is incorporated The GRAPHIC

McVITIE & PRICE

Makers of Finest Quality Biscuits

EDINBURGH · LONDON · MANCHESTER

BRITISH SEAGULL

"The best Outboard Motor in the World"

THE BRITISH SEAGULL CO. LTD., POOLE, DORSET. *Telephone:* POOLE 818

By Appointment Cyder makers to THE LATE KING GEORGE VI THE LATE QUEEN MARY
William Gaymer & Son Ltd. Attleborough & London

Gaymer's CYDER

Preferred by people of good taste

MACANUDO

Jamaica's Best Cigar

By Appointment Purveyors of Champagne to the late King George VI

CHAMPAGNE
Charles Heidsieck
REIMS

FINEST QUALITY
EXTRA DRY

TRADE MARK

BEER AT ITS BEST

TENNENT'S LAGER

ENJOYED THE WORLD O'ER

J. & R. TENNENT LTD WELLPARK BREWERY · GLASGOW

'Are you a POLLYGAMIST?'

A POLLYGAMIST is a man who is wedded to 'Polly'
because it makes the liveliest partner for "Scotch".

Apollinaris NATURAL SPARKLING WATER—BOTTLED AT THE SPRING.

MOTOR UNION INSURANCE CO. LTD.

All classes of insurance transacted

10, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/-

Aircraft Equipment
Booster Pumps
Capacitors · Ceramics
Dust Cores
Electrical Actuators
F.H.P. Motors · Fuel Pumps
Gas Turbine Accessories
Hydraulic Pumps
I.F. Transformers
Jigs, Fixtures & Gauges
Kilowatt-hour meters
Loudspeakers
Mobile V.H.F. Equipment
Nyquist Diagram Plotters
Output Transformers
Plugs & Sockets · Press Tool Sets
Quality Reproducers
Radio Equipment & Components
Switches and Contactors
Television Equipment & Components
U.H.F. Radio Equipment
Volume Controls
Wiring Systems
X-band Test-gear
Yokes for Television
Zonal Communications Equipment

so many projects depend on

Plessey

The Plessey Company Limited · Ilford · Essex

electronics · radio and television · mechanics · hydraulics
aircraft equipment

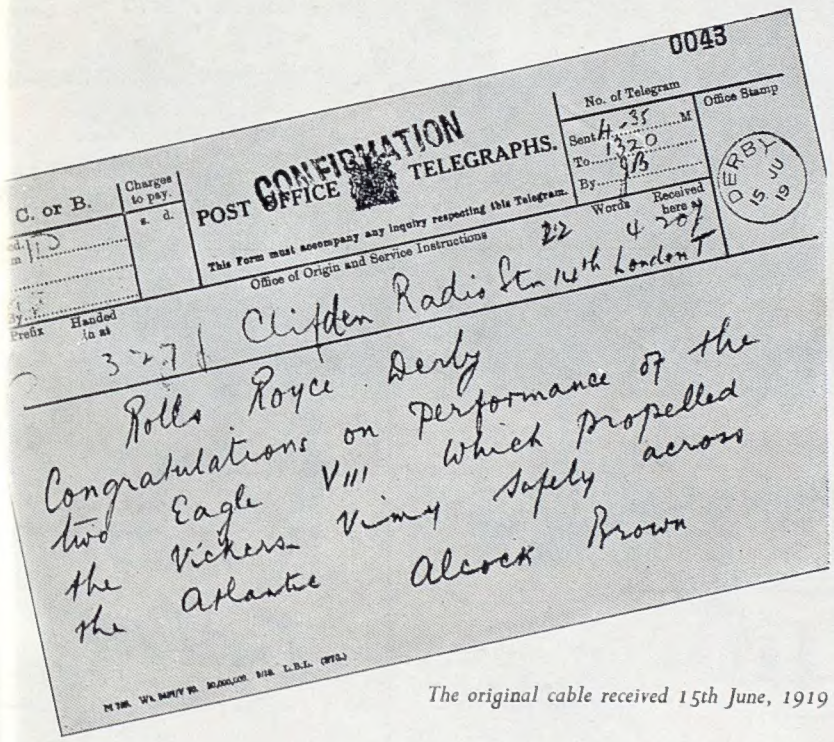
So diverse are the interests of Plessey in the Aircraft, Radio, Television, Electrical and Mechanical Engineering industries, that it is difficult to instance any large project in these fields which does not at some vital stage depend upon the Company.

The service offered to top managements in industry or Government service is unique. Expressed briefly, it is the development of an idea through to prototype stage and on to production—cheaply, efficiently and in time to meet a market.

If you have a new product in rough outline that is ripe for specialist development you cannot do better than talk it over with Plessey.

PP5a

The 35th Anniversary of the First Direct Crossing of the Atlantic by Air


0043
No. of Telegram
Sent 4-35 M
To 1320
By JB
Office Stamp
DERBY 15 JU 19
C. or B.
Charges to pay
s. d.
POST OFFICE CONFIRMATION TELEGRAPHS.
This Form must accompany any inquiry respecting this Telegram.
Office of Origin and Service Instructions
Words 22
Received here at 4 20
Prefix
Handed in at
3 27
Clifden Radio Stn 14th London T
Rolls Royce Derby
Congratulations on performance of the two Eagle VIII which propelled the Vickers Vimy safely across the Atlantic Alcock Brown

The original cable received 15th June, 1919

ROLLS-ROYCE
Aero
ENGINES

FOR SPEED AND RELIABILITY

ROLLS-ROYCE LIMITED,
DERBY

By Appointment Makers of Weatherproof *Clothing to the late King George VI*

This Week's News from BURBERRYS

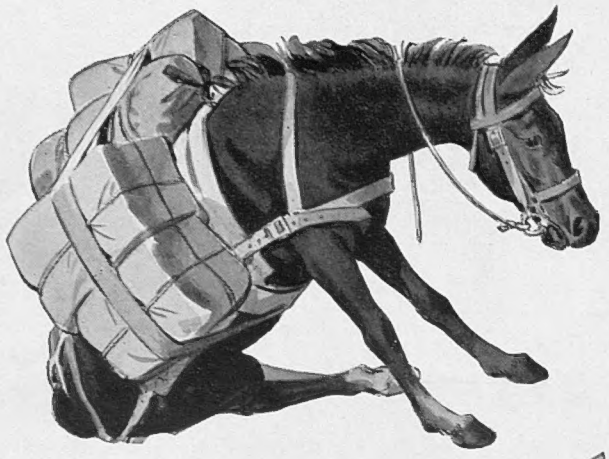
The delightful washable frock, in spotted Sudanese cotton, has dolman sleeves ruched at the elbow, and dainty lace trimming. In charcoal and white, navy and white, turquoise and white. Price £6.17.6. The man's medium weight worsted suit is from Burberrys' extensive range of single and double breasted, ready to wear styles in many materials and fittings from about £22.

Write for Burberrys' catalogue of garments, travel and sports accessories; and for details of goods on approval.

HAYMARKET LONDON S.W.1

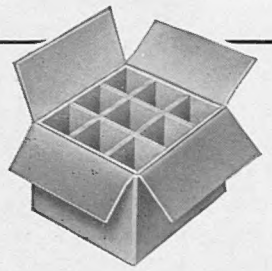
Telephone: WHItehall 3343 *BURBERRYS LTD.*

Pity the poor pack-horse!



He's fast going out of date. And so are pack-horse methods of packaging. In this jet age, the need is for materials and packing cases designed for safe, speedy travel.

This is where "Fiberite" Packing Cases show to advantage. With forty-five years of experience and improvements behind them, "Fiberite" cases are the answer to most problems of efficient, economic packaging.



THAMES BOARD MILLS LTD

Purfleet, Essex and Warrington, Lancs

Manufacturers of: "THAMES BOARD" for cartons and box making; "FIBERITE" Packing Cases in solid and corrugated board; "ESSEX" Wallboard

FB 8-1543-120

Don't be Vague ask for Haig

The Oldest Scotch Whisky Distillers in the World

CORSICA

Our Travel Agent put us on to a good holiday. We are flying to Nice for a few days and then on to Corsica to see the glorious flowers on the Scented Isle. All on the same through tourist ticket for just over £36 return from London.

Other Tourist return fares from London:

PARIS £13	*(off peak)*	£11
Epicurean Viscount		£16
MARSEILLES		£29. 9.0
NICE *(day)*		£29.15.0
NICE *(night)*		£26.10.0
BARCELONA		£36.11.0
PALMA		£40.14.0
ROME		£47.14.0
MILAN		£34. 4.0
GENEVA		£26. 4.0

From Manchester slightly more

Illustrated brochures on request

AIR FRANCE

HAYMARKET, LONDON, S.W.1 *WHitehall 4455*

AF39

Are you taking your car abroad this year?

This specially prepared Touring Spare Kit will prove invaluable should you need to carry out any emergency repairs whilst abroad. It consists of Ignition Coil, Distributor Cover, Rotor Arm, Brushes, Bulbs, etc., and costs from £5 to £7.10.0 according to type required. An allowance will be made for spares returned in good condition.
Special Continental Light Units, yellow bulbs and extra loud note horns for use abroad are also available.
Ask your local Lucas Agent or write for illustrated literature giving full information about these Lucas facilities.

LUCAS

European Touring **PARTS KIT**

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND

Teatime for smart people means —

"BERMALINE"

THE DELICIOUS MALT-SUGAR BREAD

Ask your Baker for it!

Andy GETS TOUGH

STOUT FELLERS!

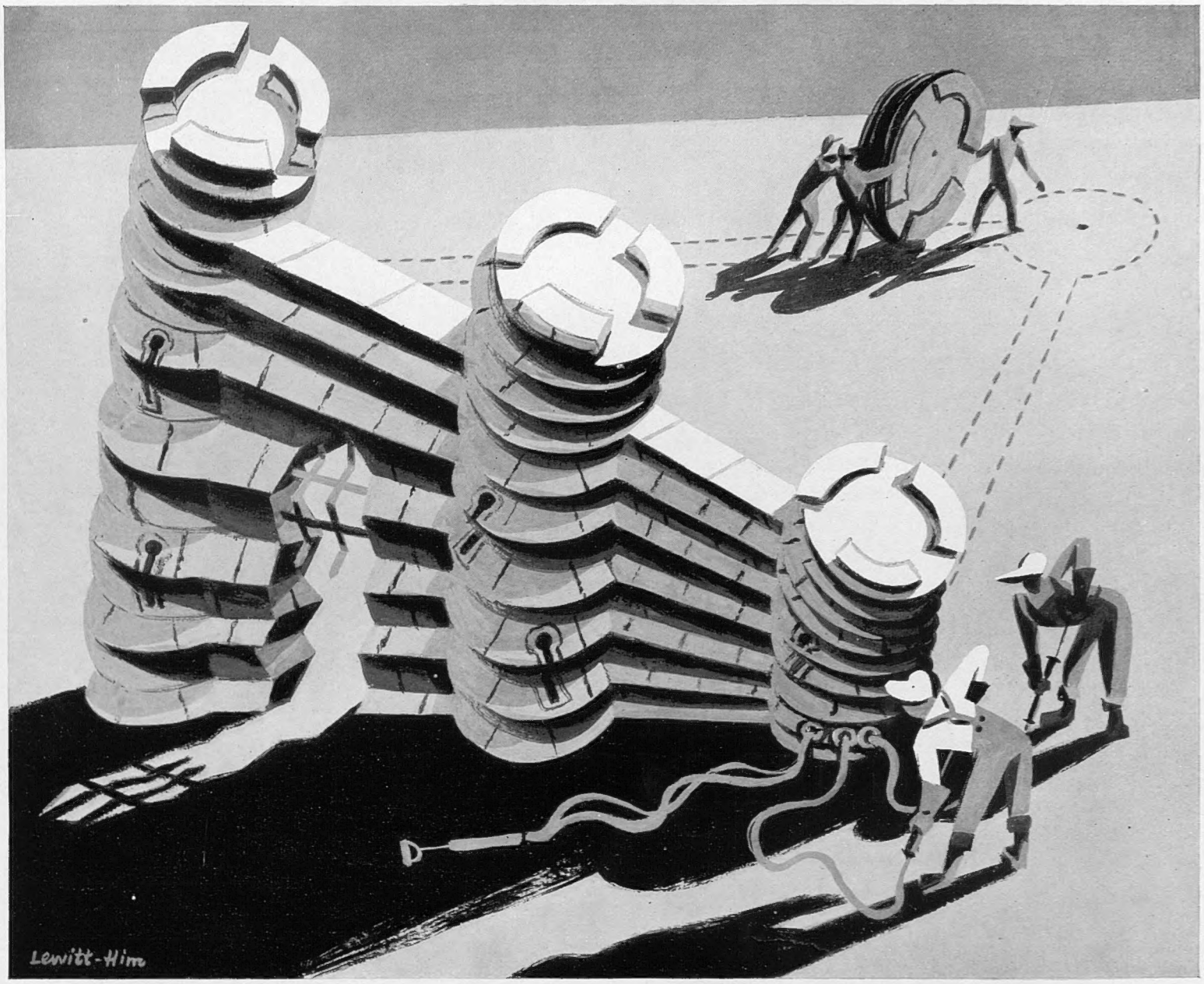
These new Andyman's Gloves. They'll stand battering; use them for the odd jobs.

THESE ARE THE GLOVES YOU HAVE HEARD ABOUT

3/11 per pair. From all Ironmongers and Stores. Or direct, add 3d. per pair postage.

TEDSON THORNLEY & CO
ROCHDALE

Andy Regd. ANDYMAN'S GLOVES



The Schweppshire Way of Life

4. THE SCHWEXPORT DRIVE

It has been well said (Bricey: *Yarns of an Old Economist)* that exports are not exportable unless they are portable. It will not surprise many to learn that Schweppshire provides its own typically individual answer to this typical problem.

ENGLISH HERITAGE CO., LTD., (write Room D, 619 Beltane Road) gives this message from the Old World to the New. In former days the need was met by taking to pieces very old Suffolk barns and putting them together again in exact replica, with the rats' nests pasteurised, somewhere in the U.S.A., often Florida.

Occasionally, extremely ruined castles were treated in the same way. The picture shows, we hope, an advance. Rather small, light, pneumatic thirteenth century castles are put up in England and immediately taken down again. Deflated, they are shipped in slim wrappers across the Atlantic to, say, Baltimore. Here they can be pumped up and filled, for authenticity, with genuine English air which has been flown over in canisters similar to those we employ for delivering Genuine Club Atmosphere to West 44th Street.

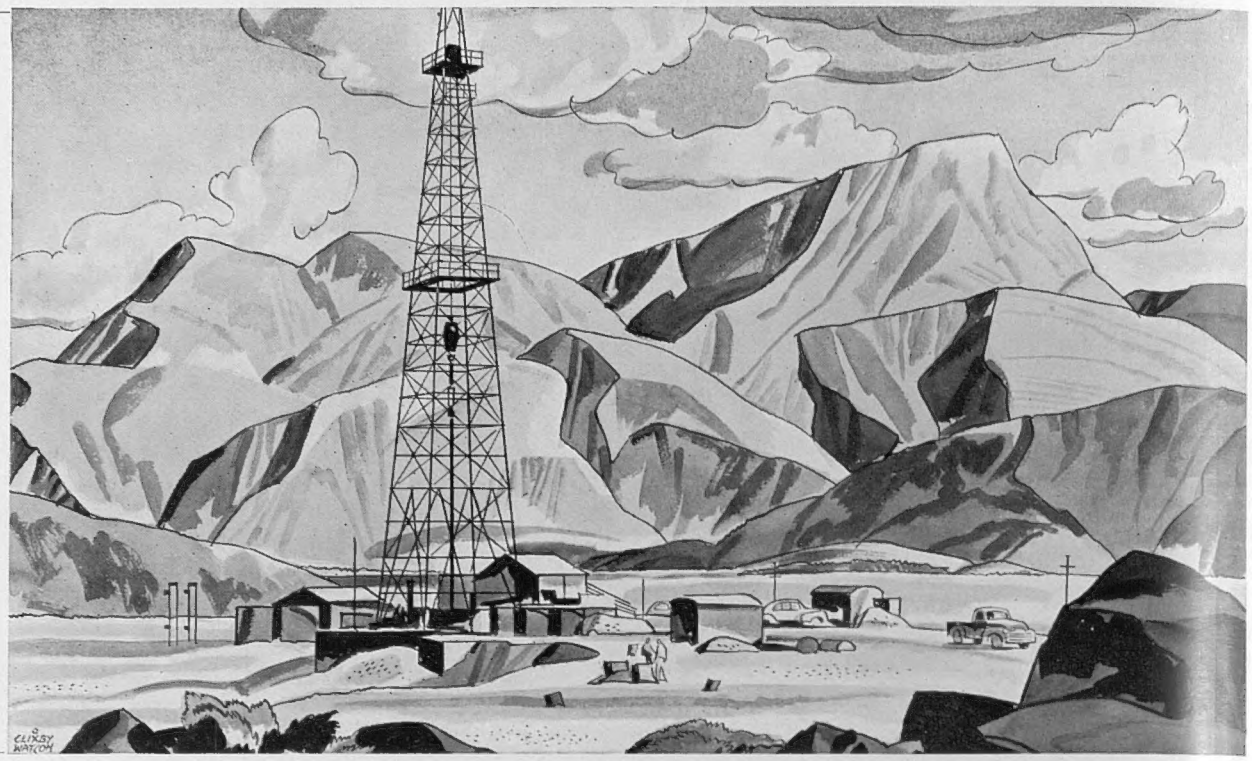
Dummy Countesses, family ghosts (see inset), splendid old butlers and trustworthy old gardeners in a range of six colours, can be supplied as extras. AND DO NOT FORGET our Daisies Pied made of specially treated indiarubber with genuine Warwickshire soil at the roots and packed by our subsidiary Little Hedgerow Flower Co.: AND our genuine Sussex thatch suitable for telephone booths or very low skyscrapers: or our Easy-to-Pack White Cliffs of Dover in sections made of Plastic Nuchork — can be cleaned with the wipe of a cloth.

Written by Stephen Potter, designed by Lewitt-Him.

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH

'ENGLISH ELECTRIC'

By providing power for driving drilling rigs, power for pumps in pipe lines to storage tanks and tankers, and power for some of the world's largest refineries, ENGLISH ELECTRIC serves the oil industry at every vital stage and in fields as far apart as South America, the Middle East and the Far East.



bringing you

The world's demands for both oil and electricity are ever-increasing, and ENGLISH ELECTRIC's extensive activities in both fields are typified by the powerful main line locomotive hauling this train. Using oil engines to generate electricity, it develops 1500 h.p. and is but one example of the ways in which ENGLISH ELECTRIC provides better transportation for people all over the world.

better living

The ENGLISH ELECTRIC Company Limited, Queens House, Kingsway, London, W.C.2

Volume CCXVII No. 2836 The SPHERE, London, June 19, 1954

The SPHERE

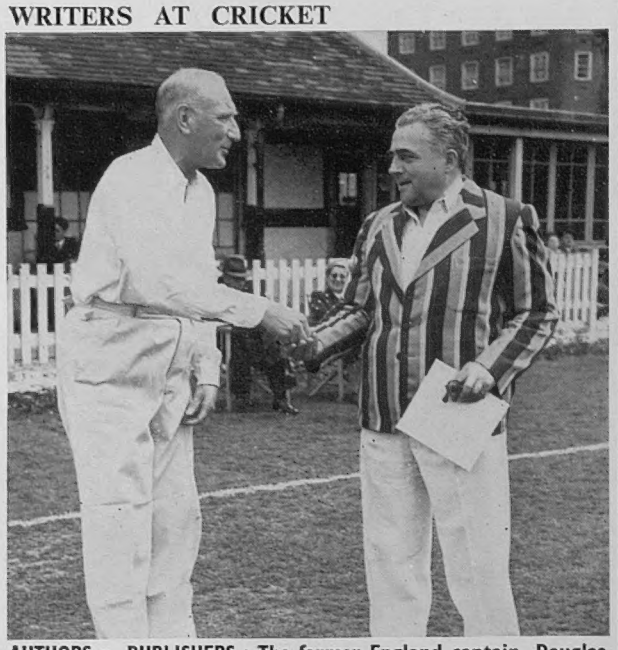
with which is incorporated THE GRAPHIC

THE QUEEN'S BIRTHDAY PARADE—HER MAJESTY, ACCOMPANIED BY THE DUKE OF EDINBURGH, TAKES THE SALUTE OUTSIDE BUCKINGHAM PALACE: The ceremony of Trooping the Colour had taken place on Horse Guards Parade, and this picture was taken after the Queen had ridden back to the Palace at the head of the Queen's Guard, to take the salute at the march-past. This year, as the Colour being trooped was that of the 1st Battalion, Coldstream Guards, the Queen wore the red Coldstream plume in her dark three-cornered hat. In addition to the Queen's Official Birthday, it was also the thirty-third Birthday of the Duke.

From the day when the Pope blessed the Standard which William the Conqueror bore at Hastings, the King's (or Queen's) Colour has always been a rallying point for the King's (or Queen's) men, and gradually evolved from that incident is the wonderful ritual now employed by the Guards when Trooping the Colour on the Monarch's Official Birthday, a ritual which makes it England's most brilliant display of military pageantry. Last week's ceremony on the vast square of the Horse Guards Parade took place under a cloud-laden sky with just occasional rays of sunshine breaking through. At the start of the ceremony the Queen rode out from the Palace, accompanied by her husband and the Duke of Gloucester, and by senior officers, and proceeded to the Horse Guards, where she was received with a Royal salute. Then followed the inspection of the Guards in line, first the escort for the Colour and then the other four guards. After this the Royal party went to the saluting-base for the march-past, and then, finally, the Queen took up position at the head of her Guards to lead them back to the Palace. (See also pages 489 and 490-91 of this issue.)

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

WRITERS AT CRICKET



AUTHORS v. PUBLISHERS : The former England captain, Douglas Jardine, who captained the Authors, hands a coin to Sydney Goldsack, captain of the National Book League team, just before the start of their annual cricket match on the Westminster School ground at Vincent Square. Jardine won the toss and the Authors went in, to score 145 for 8 before declaring ; Jardine himself scored 56 before being stumped. The National Book League then replied with 29 for 3 before rain stopped play and the match was drawn. Ian Peebles, the former England and Middlesex player, took all three wickets for 13 runs. *Below*—National Book League wicketkeeper Mark Bonham-Carter takes a ball that Michael Meyer decided to leave alone.

HEMINGWAY HEADS HOME

ERNEST HEMINGWAY REFLECTS : Photographed in Genoa looking fit and well, Hemingway grimaces at the mention of those two plane crashes in Africa which nearly killed him. Hemingway has been relaxing with his wife in Italy since the crashes, but last week they sailed aboard the Italian liner *Morosini* for his farm in Havana, Cuba.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscriptions to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d. ;* 6 *months and Christmas Number,* £3 *;* 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s. ; and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

English-speaking Union.—It is doing, as ever, its great job in a peculiarly American and British way. It "takes in each other's washing" (white waistcoats and starched shirts). It selects a notable from one side of the Atlantic or the other, and honours him at a delicious banquet, prolonged by oratory as fine and matured as the wine and cigars. A V.I.P. (Royal, for choice) presides. The guest of the evening makes the big speech, the Premier, leader of the Opposition and head of the third Party confirm the praise of the guest spoken by the President, and add (if they can without repeating one another) a pregnant sentence confirming the eternal need for vigilance and for co-operation between the U.S.A. and the British Commonwealth. The banquets have gone on for years, and naturally the phrases become worn into bromides, the "mixture as before" grows more apparent. But there are always a number of big-wigs in the U.S.A. and here who really enjoy long dinners and dinner speeches, and do it very well. General Gruenther made our flesh creep and our ribs crack. Sir Winston was in his usual form. Mr. Attlee seconded him in his unambitious way, and the Liberal leader took what opportunities remained. Good humour, good fellowship, good manners—and then we go back to our differences, with a reminder that they mustn't go too far. It suddenly occurred to me: Suppose Mr. Bevan had been last week Premier or Leader of the Opposition. He wouldn't have liked any aspect of the affair—the starched shirts and medals, the atomic speech, the flattery of the Americans. . . . But it 's a Premier's and an Opposition leader's *duty* to attend these banquets and to do his stuff in the time-honoured way. What about it ?

Admiral North.—There is nothing which gives the public more anxiety and irritation than a suspicion that a Government department is denying justice to an individual who believes he has been unfairly dealt with. Many such individual requests for reopening events and questioning decisions long past are no doubt insecurely based and rightly refused. But some refusals immediately create suspicion and bring to mind such widely different cases as Dreyfus, Edalgi, Oscar Slater and Archer-Shee. And those names suggest that many refusals of investigations merely postpone the emergence of the truth—after a great number of unnecessary heads have fallen and tempers been lost. In the case of Sir D. North, the First Lord based his refusal to reopen the case (by granting a court martial or other inquiry) on the ground that the Admiral's dismissal in 1940 was because he no longer had the confidence of the Board. In time of war many drastic actions are taken and discipline demands that wronged men or men believing they have been wronged must suffer in silence. "Theirs not to make reply." But a man who is entitled to his place in history may surely, fifteen years after the event and ten years after the war, demand that his citation be correctly phrased.

Grounds for an Inquiry.—Parliament has heard of the grievous mistakes made by subordinates in vital signals exchanged at the time of the Dakar expedition concerning the approach to the Straits of French cruisers and destroyers, and Churchill's *Second World War* (II, pages 425–428) tells the same story. I suppose there are two points which nag the public conscience and compel us to regret the First Lord's refusal of an inquiry. (1) Had not Admiral North both the time and the direct means before the French ships passed through to ask for and receive precise instructions as to his action if the ships turned towards Dakar ? (2) Was the Board's loss of confidence due to an earlier belief that at that time Admiral North was rather too favourably disposed towards the French to suit the temper of the hour ? The same "suspicion" attached to Admiral Somerville after Oran. Was the decision to dismiss Admiral North based rather on this general suspicion than on the judicial condemnation of his inaction—on the facts and signals at the time—which let the French fleet reach Dakar ? If Admiral North is prepared to stand examination on point (1), it seems unreasonable that the Board should not clear away public suspicion as regards point (2). The issue of "Service discipline" is hardly potent to-day. What is always of vital importance to the country is that no faint doubt or suspicion of prejudice by Board, Army Council or Public Department in its treatment of any individual, high or humble, should linger on unprobed. Where such suspicion of injustice is strong in the public mind, no amount of stalling or staving off investigation is ever allowed to succeed. The truth comes out in the end, and those found to have been in the wrong suffer a long-drawn-out anxiety and a condemnation which is not easily forgotten or expunged.

The End of the Snotty.—As we knew last November, the early training of naval officers is to be entirely reorganised. All cadets will enter the Navy at the age of eighteen. Now we learn that no more midshipmen will serve with the Fleet after May 1955. There will be no more gunrooms, no need for a training cruiser. Cadets hitherto left Dartmouth after reaching eighteen years and served as midshipmen, after a period in a training ship, in the Fleet, taking various shore courses, as acting sub-lieutenants. After three to four years they joined the Fleet as sub-lieutenants. From next May cadets will receive an all-through training based on Dartmouth, with periods in a sea-going squadron. The course to proficiency will be much shorter than at present. We are taking hints for new methods of training from the U.S. Navy. In future practically all a naval officer's training in the "midshipman stage" will be done ashore, and he will enter the Fleet at twenty to twenty-one full-fledged for his rank of sub-lieutenant. Thus will end a naval tradition as old and picturesque and efficient as any in our history. The boys were dedicated to the sea at public-school entry age and nurtured up to its frightful responsibilities by "trial and error." There is no room for "learners" in the Fleet under modern conditions, and, any way, the new system will save money. The midshipman, in some such form, has been a feature of naval life since the time of Pepys, the headache of the 1st lieutenant, the nuisance of the gunroom, the sob-stuff of sentimental ladies, the egg from which great admirals came. In Nelson's time, such men as Hardy received sea apprenticeships at twelve or thirteen years of age, being received into their ships by kindly neighbouring captains, and would return to grammar school between voyages. They were rated as "captain's servant" aboard, and when promoted to midshipman, the title was a rating, not a rank. Under the conditions of his day, it is doubtful if Hardy would have been the right-hand of Nelson if he had been land-trained till his twenty-first year. He was an old "salt-horse" of ten years' standing before he reached man's estate.

LAMB'S COTTAGE FOR SALE

THE ESSAYIST'S LAST HOME, AT EDMONTON, LONDON, N. : It was here that Charles Lamb spent the last year of his life, before the fall in London Road, which was the cause of his death in 1834. The cottage, with its seven principal rooms, is in an excellent state of preservation, and is scheduled as an ancient monument. It is being offered for sale at £4,500 freehold.

The After-care of Billy Graham's Cure.—The fame of Billy Graham's mission continues to grow. Wherever I go, among all sorts and conditions, the stature of the man and his success increases. Savonarola or Socialite, he has appealed to men and women of every conceivable calling and nature. And to-day the discussions turn on how that work which he began can be preserved and extended. The feature of his policy which brought in the churches of many denominations on his side was that he made converts not for Grahamism, but for Christianity. He hands his converts back, each to his own local shepherd. It is up to the local shepherd to keep the sheep which was lost and is found. And it is a grave responsibility for the shepherds. Many are fit for the task, to draw back to his church and keep the men and women won to religion by the charm and simplicity and humility and plain sense of Billy Graham. But not all, alas ! Still as of old there are parish church services at which a dreary sense of "duty" alike in those who serve and those who attend them is more evident than divine fire and beauty, a lack of inspiration which certainly is less common than in my youth, but not yet repaired. Nor does Billy Graham's pre-*Lux Mundi* approach to Christianity

necessarily agree with the views of the most inspiring ministers in the churches to-day. It cannot be supposed that all Graham's converts-by-a-blinding-flash have the strength of character of Saul of Tarsus, and there is little time for the bishops and pastors so to reorganise and inspire all those who must take over the Trust to keep the capital unimpaired and, if possible, to increase it. It almost suggests that a picked body of inspired missioners should be quickly collected to tour without ceasing the parishes of England to ensure that every Graham convert is in good hands or can be diverted into good hands.

Victoria and Albert Mystery.—I have written down lately some dewdrops for the Victoria and Albert Museum. How attractively their exhibits are displayed, how modern and lively is the flair for "box-office" of those who direct the Museum and stage the special features. The same praise cannot cover their methods of surveillance of the objects in their care; if a plea of guilty may be taken as removing a criminal action from the category of *sub judice*, a journalist is entitled to express his opinion that a confession by an employee that over a period of twenty-three years he has been stealing objects, large and small, from the Museum, that his bag has exceeded 2,000 objects worth some thousands of pounds, and that until the other day "they 've none of them been missed," reflects rather dismally on the Director and his staffs. The business must have begun during Sir Eric Maclagan's reign and steadily proceeded into the present. In a vast museum containing hundreds of thousands of exhibits, a dozen objects stolen might not be missed for a time; but that hundreds of objects could be stolen, some quite large, and never be missed over periods of years, is a mystery which needs exhaustive probing.

Obscenity and the Law.—Mr. Graham Greene, backed by *The Times*, has taken up the cudgels for a more liberal interpretation of obscene publications by judges and magistrates. Mr. Greene is, of course, concerned with literature, not with the clumsy writing of filth for profit. And *The Times*, at any rate, has no quarrel with the banning of commercial filth by magistrates. Mr. Greene hopes that never again will this nation, through the magistrates, make itself ridiculous in the eyes of civilisation by condemning writers like the authoress of *The Well of Loneliness*, or through the Customs by impounding copies of *Ulysses*, both of which are now freely published and (he infers) classics. That there can be no accepted yardstick for judging what publication is obscene in this sense is universally agreed, if every publication dealing with sex is rated as "literature" merely because it is published. The trouble is that it is not very easy to define what is literature in its noblest sense. No two writers ever agree on the 100 best novels—how should they? We accept Shakespeare and the Bible and perhaps Rabelais as literature, and all cultured men brand Bowdler as an ass. The Law has recognised the difficulty in giving the magistrates an easier yardstick—the corruption of youth. On that basis, considering the present serious wave of homosexual offences, it would not be easy, even for a broad-minded magistrate, to decide (as an example) that a fine translation of Gide's *Si le grain ne meurt* did, and could do, nothing to corrupt and increase an undesirable tendency. Gide is an accepted "classic." Beautiful writing may beautify or romanticise undesirable lusts which, described crudely, may disgust or evoke giggles. Literature may sometimes be more corrupting than commercial filth. Certainly, there is no easy way to protect the innocent while preserving our name for culture.

Gin Traps.—I confess that I share with many humanitarians (*anglicé* "cranks") a feeling of shame that the Minister of Agriculture should propose to Parliament to ban gin traps as from July 31, 1958, and no earlier. Nobody has ever disputed that gin traps are instruments of supreme torture. That fact is now brought home to the public, and it is surely degrading to our alleged national culture that we should be so leisurely in removing a loathsome cruelty. True, Nature is cruel—myxomatosis is infinitely cruel to its victims—but (as Sir Winston said the other day *apropos* to Members' salaries) there is no sense in putting *nothing* right until you can put everything right. Gin trapping is bestial cruelty, and that *can* be put right now. But then the farmers will suffer. And food production is vital. But surely among the leading scientists who can perfect weapons of mass destruction for humanity, one might be detached to invent a device for controlling rabbits less cruel than gin traps, less cruel than Nature and men's cruder devices, perhaps more effective and quicker than netting and gassing and shooting. It is difficult to believe that Ministers of Agriculture have yet faced this problem of needless suffering with all the urgency and sincerity it deserves in a nation which prides itself on its humanity and culture.

THE OLD STAGER

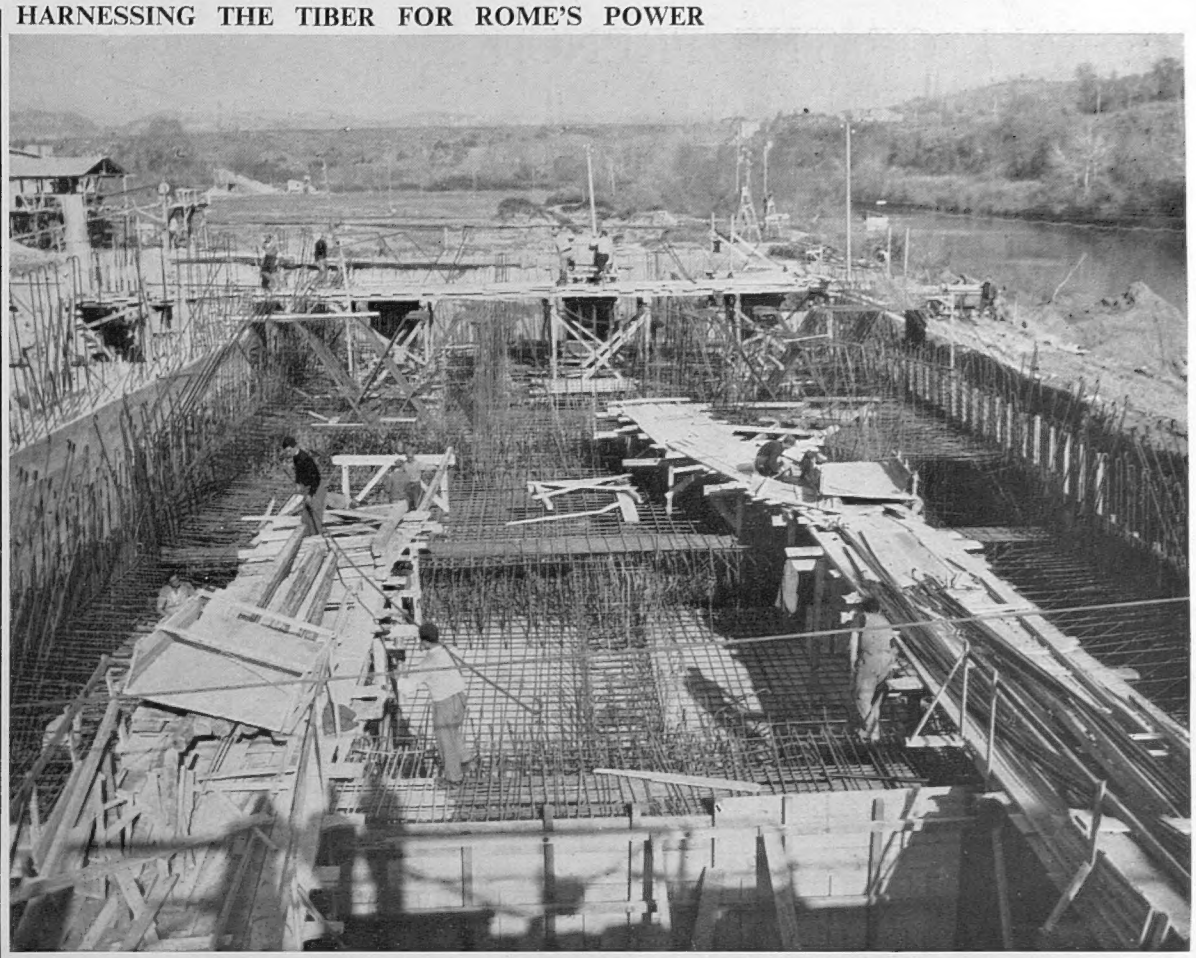
IN NEXT WEEK'S ISSUE

PITLOCHRY FESTIVAL

A Perthshire Beauty Spot which has its own Summer Theatre

By W. A. DARLINGTON

HARNESSING THE TIBER FOR ROME'S POWER



THE RISE OF A NEW POWER STATION ON THE BANKS OF THE RIVER TIBER: Working in a huge maze of iron frames, men prepare the bed for a large cast of concrete which will form the floor of one of four new power stations, and one end of the dam. When completed the dam will have a capacity of 200,000,000 cub. metres of water.

For the first time in its history, Rome will soon have electricity generated from its own river, the Tiber. Thirty miles from the city, on the muddy shores of the river, a huge dam is now under construction which will supply the city with 90,000,000 kilowatt-hours when completed some time next year. As the Tiber has no important falls, an artificial 10-metre jump is being constructed. This will not only provide the necessary power for driving the alternators and dynamos of the station, but, because of the raised level of water, will also provide suitable irrigation for a vast cultivated area, thus helping agriculture.

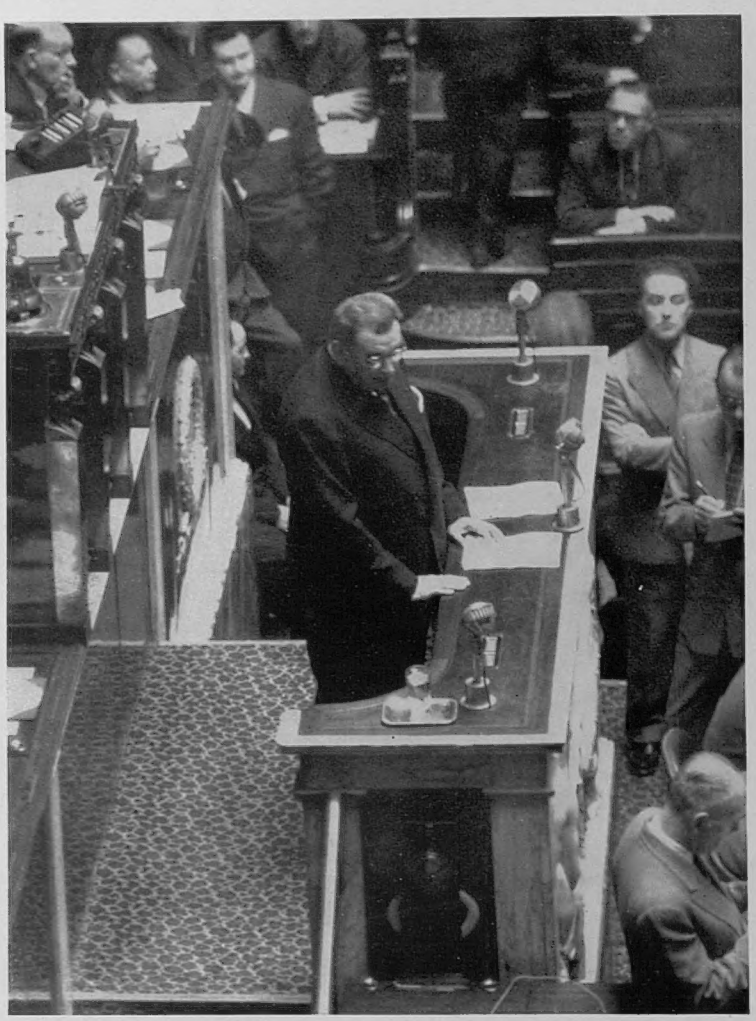
In order to facilitate working conditions on the river-bed, several huge pressure tubes have been installed on the site of the new dam. The men working in the tubes have been carefully selected for their task, as they are often required to work at long stretches under difficult conditions. When the scheme, which includes a total of four hydro-electric stations, is completed, Romans will have an addition of 500,000,000 kilowatt-hours.

DESCENDING TO THE RIVER-BED: This is one of the pressure tubes in which workmen operate on the bed of the River Tiber outside Rome.

***Below*—WORKMEN CONTROL THE PERFORMANCE OF TWO OF THE HUGE PRESSURE TUBES: Air pressure in the tubes is three atmospheres higher than the water pressure around the structure in order to prevent an inflow of water during work. The men engaged in the construction work on the river-bed are carefully selected for the job, as they must be able to withstand unusual working conditions at long stretches.**

THE FALL OF THE FRENCH GOVERNMENT

M. Laniel's Defeat in the National Assembly and his Government's Resignation Mark a Crisis in World Politics



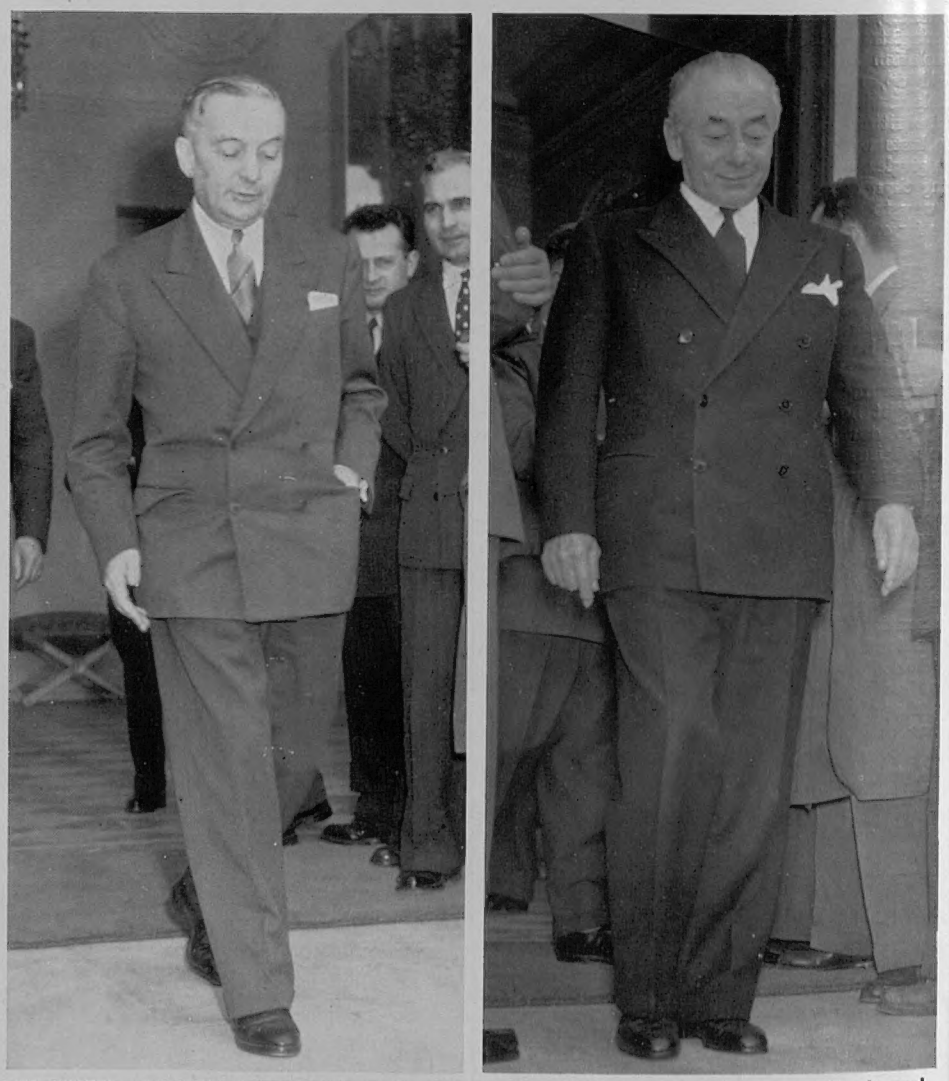
M. LANIEL MAKES HIS FINAL PLEA TO THE NATIONAL ASSEMBLY : The French Prime Minister addressing the Chamber. Despite his eloquent plea for continued support, his Government was defeated by 306 votes to 293.

After trying to remain in office, albeit precariously, for the duration of the Geneva Conference, M. Laniel's Government finally succumbed last week-end; its fall was accelerated by the imminent breakdown of the unhappy talks in Geneva. The immediate cause of M. Laniel's defeat was the failure of the French Union forces in Indo-China. In a way, it was belated punishment for the fall of Dien Bien Phu. But what finally turned the scales against the Government in the National Assembly was the impending vote on the European Defence Community. A Foreign Affairs Committee of the Assembly had already rejected ratification of the treaty. At this M. Laniel demanded a vote of confidence, and it was no doubt the fear of the strongest opponents to E.D.C., the Gaullists, that their support for firm action in Indo-China would also be taken to include support for E.D.C. that made them vote in a majority against M. Laniel.

The French Premier tendered his resignation to President Coty, and after some hesitation it was accepted. The first statesman to be charged with the formation of a new Government was M. Mendès-France, the Radical who has been leading the most outspoken opposition to the retiring Government. But it seemed unlikely that he would be any more successful in forming a Government than he was last year. Eventually, perhaps, the new Government will consist of much the same personalities under new leadership. What is exercising politicians of the West is how long it will take such a new Government to come into being.

AN ANXIOUS AND TIRED-LOOKING GOVERNMENT BENCH : In the front row, from left, are M. Joseph Laniel, M. Georges Bidault, then Foreign Minister, and M. Paul Reynaud, Deputy Premier. On the right and behind are other Members of M. Laniel's Cabinet. The Opposition vote, though enough to defeat M. Laniel's Government, was eight short of the absolute majority which is required for the appointment of a new Prime Minister.

AFTER HIS INTERVIEW WITH THE PRESIDENT : M. Laniel, with a burnt-out cigarette between his lips, leaving the Palais d'Elysee after his interview with President Coty. He is accompanied by his Secretary of State, M. July.



THE OUSTED MINISTERS AFTER THEIR FINAL CABINET MEETING : *On left*, M. Georges Bidault, and, *on right*, Deputy Prime Minister Paul Reynaud. M. Bidault, who had left the Geneva Conference to attend the debate, did not return after the Government's resignation.

CEREMONIAL ON THE HORSE GUARDS PARADE: The Guards march past the saluting-base, where the Queen is accompanied by the Duke of Edinburgh on her right, and the Duke of Gloucester. *Inset on right*—The Queen seen riding side-saddle on Winston back to Buckingham Palace. She is wearing a specially designed scarlet tunic as Colonel-in-Chief of the Coldstream Guards, and a dark-blue riding skirt. Across the tunic is the blue sash of the Garter. Vast crowds lined the route, while many others witnessed the actual ceremony of the Trooping. The ladies of the Royal Family rode in open carriages to the Parade, the Queen Mother and Princess Margaret accompanying Prince Charles and Princess Anne. Later, when the children saw their parents raise their hands in salute they followed suit and stood smartly to attention. Not long after the close of the 75-minute parade rain began falling, but this did not prevent the Royal Family from waving to the crowd from the Palace balcony. At one o'clock aircraft of the Royal Auxiliary Air Force flew overhead in salute.

Trooping the Colour

THE QUEEN TAKES THE SALUTE

The Impressive Scene on Horse Guards Parade, and Later as Her Majesty Rode Back to Buckingham Palace

Trooping the Colour

ON HORSE GUARDS PARADE AND AT BUCKINGHAM PALACE

THE GUARDS FORM UP FOR THEIR MARCH PAST THE QUEEN : The escort to the Colour, provided by the Coldstream Guards and under the command of Major J. W. B. Cole, at the head of the parade before the march-past. Behind come two other guards of the Coldstream Guards, and two guards furnished by the 3rd Battalion, Grenadier Guards. In front of the Guards' Memorial waits the Sovereign's Escort of the Household Cavalry.

On right—

A BIRTHDAY SMILE FOR THE DUKE OF EDINBURGH : A charming picture of the Queen as she turns to her husband during the ceremony on Horse Guards Parade. The day of the Parade, besides being the Queen's official birthday, was also the thirty-third birthday of the Duke.

THE QUEEN RIDES AT THE HEAD OF HER GUARDS : Behind the bearskins of the massed bands of the Brigade of Guards the Queen heads the procession along the Mall. Immediately behind Her Majesty ride the Duke of Edinburgh, Colonel of the Welsh Guards, and the Duke of Gloucester, Colonel of the Scots Guards. Behind them come three other Colonels, General Lord Jeffreys, Grenadier Guards, Field-Marshal Earl Alexander, Irish Guards, and General Sir Charles Loyd, Coldstream Guards.

AT THE GATES OF BUCKINGHAM PALACE—THE RETURN AFTER THE BIRTHDAY PARADE: Mounted on the police horse Winston, the Queen is about to enter the forecourt of the Palace, followed by the Duke of Edinburgh and the Duke of Gloucester. Sweeping past the Victoria Memorial is the first guard, preceded by the Colour of the 1st Battalion, Coldstream Guards, which had earlier been trooped. Despite the dull and showery weather large crowds witnessed the Parade and lined the Mall.

A HAPPY FAMILY GATHERING ON THE PALACE BALCONY: The Duke of Edinburgh smiles in acknowledgment of the shouts of "Happy Birthday" from the crowds outside Buckingham Palace. The Queen Mother, with Prince Charles and Princess Anne and Princess Margaret, had watched the Trooping from a window balcony of the Horse Guards Arch. Other members of the Royal Family who watched and who were also on the balcony of the Palace were the Princess Royal, the Duchess of Gloucester, the Duchess of Kent and Princess Alexandra.

THE INSPECTION OF THE GOLDEN JUBILEE PARADE OF THE ROYAL NAVAL VOLUNTEER RESERV
The Queen, sheltering beneath an umbrella, and the Duke of Edinburgh are seen b
driven slowly round the ranks of the officers and ratings on Horse Guards Par
Almost continuous rain fell throughout the parade and the Queen wore a yellow c

ON PARADE IN THE RAIN

During a Week-end of Almost Continuous Showers the Queen Reviewed the Golden Jubilee Parade of the R.N.V.R. on Horse Guards Parade

THE QUEEN MOUNTS THE DAIS TO TAKE THE SALUTE: Signalmen are seen raising the Royal Standard which flew over the saluting base throughout the parade. Also present at the parade were the Duchess of Kent, Chief Commandant of the W.R.N.S.; the First Lord of the Admiralty, Mr. J. P. L. Thomas, and the First Sea Lord, Admiral of the Fleet Sir Rhoderick McGrigor.

A GENERAL VIEW OF THE MARCH PAST OF THE 2,000 OFFICERS AND RATINGS OF THE R.N.V.R. AND W.R.N.V.R.: This part of the ceremony took place after the Royal inspection, the short religious service of dedication and remembrance, and the Queen's speech, which she concluded with the traditional order "Splice the Mainbrace."

Last Saturday afternoon, when many ceremonies and sports meetings throughout the country were curtailed owing to the bad weather, the Queen and the Duke of Edinburgh went to the Horse Guards Parade to review the Golden Jubilee Parade of 2,000 officers and ratings of the Royal Naval Volunteer Reserve, and the Women's Royal Naval Volunteer Reserve. The Queen wore a yellow cape and carried an umbrella, and despite the heavy rain, stood on the dais for much of the hour-long review. There was little change in the ceremonial, only the fly-past of aircraft of the R.N.V.R. air divisions being cancelled. After the Queen's arrival, when she was received with a Royal salute, her Majesty inspected the guard commanded by Lieut.-Commander R. Richards, a Whitechapel bank manager, and then went to the dais for the short service. Following this, and accompanied by her husband, she drove round the parade and later addressed the assembly. Finally the Queen took the salute at the march past.

A PHARAOH'S TOMB REVEALED

The Discovery at Sakkara, West of Cairo, of an Unrifled Tomb 4,700 years old, Believed to be the Oldest ever Unearthed

"IT GLEAMED LIKE GOLD"—THE ALABASTER TOMB OF AN ANCIENT PHARAOH : The sarcophagus, composed of a single block of fine alabaster, which was discovered intact by Dr. Zakaria Goneim in the burial chamber of an ancient pyramid at Sakkara. It is believed to be the tomb of a Pharaoh of the Third Dynasty, who was buried there some 4,700 years ago. Dr. Goneim, described how he saw the tomb in the centre of the pillared burial chamber, gleaming like gold in the light of his torch. It is said to be the oldest tomb ever to have been found intact.

THE FIRST FINDS AT THE PHARAOH'S TOMB : Stone vessels and fragments of alabaster dishes which were found in the passageway leading to the sarcophagus in the pyramid at Sakkara. These relics near the burial chamber are believed to be about 5,000 years old.

THE ENTRANCE TO THE BURIAL CHAMBER : The passage leading to the entrance was discovered by Dr. Goneim last March. Since then work has been in progress to clear the way and effect an entrance into the chamber.

DR. MUSTAPHA AMER : Director-General of the Department of Antiquities.

THE WAY TO THE TOMB : The entrance to the tomb of the ancient Pharaoh, believed to be King Sanakt, who lived about 2780 B.C.

The discovery at Sakkara of the burial chamber and the alabaster sarcophagus within, believed to be those of a Pharaoh who has been dead for close on 5,000 years, has excited general as well as archæological interest. The excitement is due as much to the fact that the tomb appears to have been untouched by robbers, as that it is the most ancient relic of the great Egyptian kings which has hitherto been uncovered. Even before he had opened the tomb, Dr. Zakaria Goneim, who has been in charge of these excavations at Sakkara, was able to declare emphatically that, historically and archæologically, this was a more important find than that of the tomb of Tutankhamen in 1922 because of the much older period of Egyptian history involved, and he expected to find a wealth of royal equipment, such as daggers and sandals made of gold and inset with precious stones, crown necklaces, anklets, bracelets and girdles.

The tomb was discovered in the uncompleted stepped pyramid on which Dr. Goneim has been working since 1951. The inner corridor leading to the burial chamber was revealed last March, and since then work has gone on steadily to effect an entrance to the chamber itself. The sarcophagus is 7 ft. 9 ins. long, 3 ft. 9 ins. broad and 3 ft. 6 ins. in height. It is unique in that its opening is a sliding rock panel at the head, instead of a lid, as has been hitherto encountered. The tomb could not be immediately opened, because the walls of the approach passages were in need of reinforcement, and a certain amount of preparatory work was still necessary. The eventual ceremonial opening of the tomb is, however, an event of the greatest importance, and the layman may well wonder how much more of the world's ancient secrets remain to be revealed by the eager efforts of specialists in Egypt and, indeed, throughout the world.

The Foreign News in Pictures

BATTLE IN THE JAPANESE DIET

And an Account of other Recent Events in Europe and the United States

Never in the history of the Japanese Parliament have such scenes been witnessed as were enacted when a pitched battle was fought between Representatives and police. The trouble started when the opposition Socialists in the Diet's Lower House invaded the Chairman's dais in an effort to prevent the extension of the Session as requested by the Government. The Liberals (Government supporters) tried to dislodge their rivals from the dais, and a free fight ensued. But it was not until house guards and police were called on the scene that the struggle became lethal. In the furious battle which followed, in which women Representatives were well to the fore, more than twenty police and some thirty house guards were injured. The Representatives, on the other hand, were either more resilient or more accurate, and only two of their number suffered injury. The outcome of the battle was confused. It was eventually decided that the extension of the Session had been effected. However, it has aggravated the deterioration in the Japanese political scene. One of the most important results is that the Prime Minister, Mr. Yoshida, has had to postpone indefinitely his visit to the United States and Britain, much to the delight of his critics.

FREE FOR ALL IN THE JAPANESE DIET : Members of the House of Representatives fight each other and the police, who had been specially called in after unprecedented rioting had broken out in the chamber.

On left—

THE PRIME MINISTER GOES TO SEE THE EMPEROR : Mr. Shigeru Yoshida, centre, looks rather glum as he leaves for an audience with the Japanese Emperor the day after the fighting in the Diet. He had to tell the Emperor that his proposed trip to the United States, Britain and six other countries would now have to be postponed indefinitely.

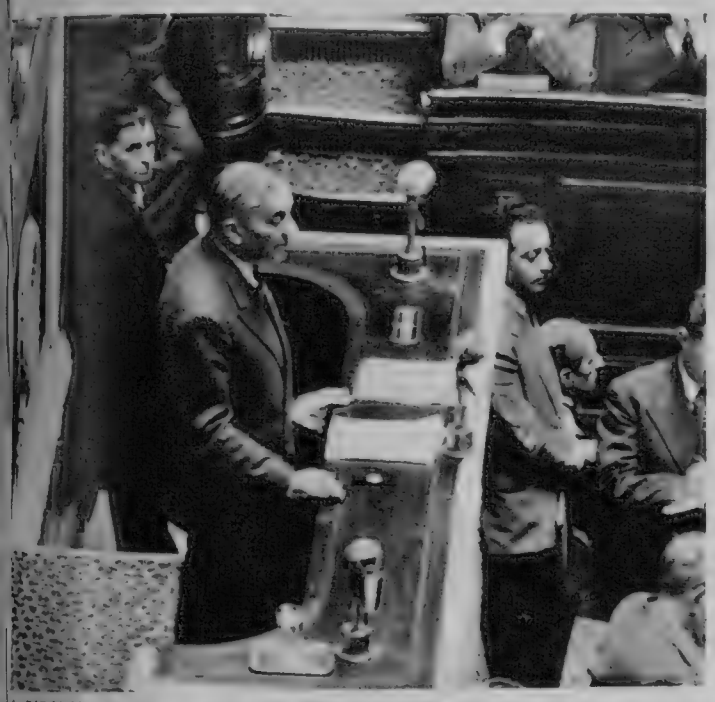
On right—

FIGHTING FOR THE SPEAKER'S CHAIR : Liberal and Socialist members of the Lower House of the Diet are seen fighting for the control of the Chairman's dais, while house guards and police try to restore order.

AN EFFUSIVE GREETING IN MADRID : Sheer delight is displayed in every gesture as General Franco greets Generalissimo Rafael Leonidas Trujillo, right, on his arrival in Madrid. Also there to greet the Generalissimo at the Principe Pio Railway Station was Señora Franco, extreme left. Generalissimo Trujillo was paying a twelve-day visit to Spain as the guest of the Government. A former President of the Dominican Republic, he is still Chief of the Dominican Army and enjoys the title of Benefactor of the Country. His brother is the present Dominican President.

AN ILLUMINATED ADDRESS—AND £5,000—FOR CHARLIE CHAPLIN : Dr. R. L. M. Synge, of the Rowett Research Institute, Aberdeen, presenting the great actor with the World Peace Council's prize at Mr. Chaplin's home on Lake Geneva. The prize, which is valued at £5,000, is donated by a Soviet-sponsored organisation. Although Mr. Chaplin's attitude towards the award and its presentation was lighthearted, his acceptance of it has disappointed many of his liberal friends in the United States. Mr. Chaplin has said that the prize money will go to charities.

THE McCARTHY-ARMY DISPUTE TAKES ITS TOLL : Looking rather less ebullient than at the beginning of the hearings in April, Senator McCarthy is seen at the Senate Committee hearing, flanked by Private David Schine, left, and Mr. Roy Cohn. When this picture was taken one of the innumerable haggles over monitored telephone calls was taking place. In this instance it was a conversation between Secretary of the Army Mr. Stevens and Private Schine. The issue was whether Mr. Stevens had originated the call, or whether he was returning a previous call from Senator McCarthy's young assistant. As the hearing dragged on and tempers were getting frayed, efforts were being made by the administration to disengage, without loss of honour, from this unwholesome guerilla warfare with the Junior Senator from Wisconsin.



M. BIDAULT FIGHTS TO SAVE THE FRENCH GOVERNMENT : The French Foreign Minister addressing the National Assembly in Paris. He called on the Members to demonstrate emphatically to the Communist delegations at the Geneva Conference that France intends to achieve peace in Indo-China only on an honourable basis. The French Foreign Minister had flown to Paris from Geneva specially to make this speech. Earlier, the National Assembly's Foreign Affairs Committee had refused to ratify the treaty for the European Defence Community, and M. Laniel, the Prime Minister, sought a vote of confidence from the Assembly.

MARSHAL TITO IN ATHENS : The Yugoslav dictator lighting his pipe at a reception in his honour at the Greek Military Club in Athens. On the right stands King Paul of the Hellenes, and on the left the Greek Prime Minister, Field-Marshal Papagos. Marshal Tito was on a five-day State visit to Greece, during which defence talks were held between Greek and Yugoslav military leaders. At the end of Marshal Tito's visit it was announced that the two countries, together with Turkey, would supplement their present treaty of friendship with a military alliance. Such an alliance would be discussed by the three Foreign Ministers at their next meeting in Belgrade. No date for this was given, but Marshal Tito said on his return to Belgrade that he expected that the agreement would be carried into effect in the "shortest time."

SUDETEN GERMANS FIND THEIR VOICES AGAIN : A general view of the meeting in Munich which was attended by about 150,000 Germans expelled from the Sudetenland, in Czechoslovakia, after the war. They had come in 4,000 buses and 130 trains from all over Europe and even from America. The thousands cheered the announcement of their West German spokesman, Rudolf Lodgmann, that the Bavarian Premier had assumed the protectorate over all those expelled from the Sudetenland by the Czechs. The Bavarian Prime Minister, whose support is eagerly sought by various political parties in Bonn, delighted the rally when he further "demanded" the incorporation of the Sudetenland with Germany.

COMMUNIST YOUTH RALLIES IN EAST BERLIN : Part of the long procession, which took six hours to pass through the streets of East Berlin. During the three-day rally of Communist youth at Whitsun, several hundred thousand boys and girls participated in a programme of parades and entertainment.

The annual tug-of-war for the souls of the youth of Germany took place again at Whitsun. While Bishop Dibelius was preaching peace and godliness in the Western Sector of Berlin, a mammoth rally of Communist youth took place in the East Zone. The young boys and girls had come from all parts of East Germany, and they were treated to three days of entertainment. There was one great propaganda parade, but for the most part the programme was filled with sporting events, horse shows and dances. Across the border in the Western Sector "contact centres" were set up to help any youths who had decided to take a peep in front of the Iron Curtain. But the success of these centres was jeopardised by the rumour which the Communists spread to the effect that they were recruiting centres for the Foreign Legion! In the event, the 5,000 young people who played truant and slipped across the border represented a pretty good response to the temptations of the West.

THE COOLIN HILLS OF SKYE

New and Recent Pictures from one of the Best Climbing Areas in Britain

THE SUMMIT OF SGURR NAN GILLEAN IN THE COOLIN HILLS, SKYE: Two climbers rest on the peak (3,167 ft.) during Skye Week. May and June are the finest months there, and Skye Week, now an annual event, is held in the middle of that period.

THE SKYE FERRY: Getting to Skye with a car means crossing at Kyle of Lochalsh. The crossing is short (about ten minutes), but can at times be very rough.

On left—

ROUNDING AN OBSTACLE: The Coolin peaks are among the best in Britain for pure mountaineering; the rock is good and there are a variety of long climbs.

THE COOLINS, WITH THE PEAKS OF THE BLAVEN GROUP IN THE BACKGROUND: This year saw good climbing weather in Skye—cold (snow still lay in the gullies) but mainly dry and sunny. One of the great attractions of these hills is the views from the peaks out across the Atlantic to St. Kilda and the Outer Islands.

The Coolin Hills of Skye provide some of the best climbing in Britain. Recently an annual Skye Week has been instituted to attract climbers and others, and it is held in the May–June period, when the weather in Scotland is at its best. This year it was cold, with patches of snow still lingering in shadowy gullies, but dry and sunny.

The Coolins have exceptionally good rock and a variety of long climbs equal in some cases to Alpine ascents. The longest climb in Skye is nearly 2,500 ft. of solid rock, and the ridge itself has many difficult places on it. One climber was killed there last year.

But not all the peaks are difficult and dangerous. Many can be climbed by any reasonably fit person without any ropes or mountaineering equipment. And the great attraction of the Coolins is the view from the summit.

At one moment the climber's view ahead is a matter of a few yards. The next it extends over sea and land (if the day is clear) for a good 90 miles. Westward, across the Atlantic, one can see the Outer Hebrides and, far away on the horizon, the island of St. Kilda. Eastward is the mainland of Scotland, dominated by the snowy dome of Ben Nevis, where in the deep corries, snow lies unmelted throughout the hottest summer.

BOLTON ABBEY HOLDS ITS EIGHTH CENTENARY

From this Week-end Until June 27 is Celebrated the Foundation of the Ancient Augustinian Priory in the Wharfe Valley

This week-end, on June 19, Bolton Abbey celebrates the eighth centenary of the move which brought the Priory of Augustinian Canons from Embsay, near Skipton, to a new home in the valley of the Wharfe, one of the beauty spots of England. Strictly speaking, it is Bolton Priory, not Abbey; the misnomer was first bestowed on it by the Midland Railway, which called its station, on the branch line from Ilkley to Skipton, Bolton Abbey. Later, the Post Office endorsed this error and Bolton Abbey popularly it remains.

The old Priory at Embsay was founded in 1120 by William de Meschines and his wife Cecily, who was heiress of Robert de Romille, a man to whom William the Conqueror granted vast possessions in that part of the country. Some thirty years after the death of the founders, their heiress, Alice de Romille, who kept her mother's name, translated the foundation to Bolton. From the twelfth to the sixteenth centuries the Priory buildings developed and extended, despite very severe depredations by Scottish invaders.

The Priory also partly escaped the destructions that came in the wake of Henry VIII's dissolution of the monasteries. Owing to the peculiar organisation of the Augustinians, many of the Canons of Bolton were parish priests, and public worship was always a feature of the ancient Priory Church. So when in 1540 the Prior, Richard Moon, and fourteen of his brethren, surrendered the foundation, part of the old church was spared the fate of the rest of the buildings. It is in the old church, now the parish church of Bolton Abbey village, that services of commemoration will be held. Two years later the site, with many of the possessions of the house, was granted to Henry Clifford, first Earl of Cumberland, and from him they have descended to the present owner, the Duke of Devonshire.

Bolton Hall, adjacent to the Priory, is a residence of the Devonshire family and it stands on the site of the old Priory gatehouse, of which a part is incorporated in the house. In the dining- and drawing-rooms of the Hall an exhibition will be held to illustrate its story; it will include the great fourteenth-century Compotus (medieval astronomical and calendar tables) and charters and manuscripts from Bolton, Skipton Castle and Chatsworth. Other exhibits come from the Bradford Art Gallery, the Leeds City Museum and private sources. The Priory has been painted by Turner and described by Wordsworth in his poem "The White Doe of Rylstone," the manuscript of which will be on show.

Our artist, Dennis Flanders, who made the drawings on the opposite page, gave us these impressions of the Abbey:

"Bolton Abbey, like Fountains and Rievaulx, is one of the most-visited beauty spots in Yorkshire. Its beauty is wholly northern, a place of sheltered pastures and deep woods, surrounded by fells and moorlands.

"The Abbey stands on level ground by a curve of the Wharfe here crossed by a wooden foot-bridge and a row of stepping-stones. There is a waterfall near by, down a 50-ft. cliff. To the north, an elevated ledge of ground (on which stands the Cavendish Memorial) gives a superb view of the Abbey in its topographical position. This is the subject of my drawing. It was, and is, a favourite view of landscape artists and the great Turner must often have passed this way when staying with his particular friend and patron, Squire Fawkes, of Farnley Hall, near by.

"The trees rising from the foreground of this view tend to grow too high, and, in my case, I made the drawing from an erection of ladders, kindly lent from the farm near by.

"In front of the Abbey stands the Hall, which is a Victorian addition of the original Abbey gatehouse, on each side of which it is built, making an architectural composition of which Sir Walter Scott would have approved.

"Beside the Abbey is the Rectory, a seventeenth-century house carrying the arms of Sir Robert Boyle on its porch.

"The estate belongs to the Duke of Devonshire, and the late Duke, who was Chancellor of Leeds University, frequently acted here as host to King George V, who gloried in the grouse shooting upon the moors around. The present Rector, the Rev. C. Tomlinson, M.A., has many tales to tell of His Majesty's visits here in the days between the wars.

"Wharfedale is wonderful walking country—and cycling country and motoring country and every other kind of country so loved by the townsmen of the industrial districts of the West Riding that lie to the south. It is at Bolton Abbey that the wild beauties of the Upper Dale begin, and stretch northwards for thirty miles up into the High Pennines."

Above—**BOLTON ABBEY—THE RUINS OF AN ANCIENT AUGUSTINIAN PRIORY:** On this bend of the River Wharfe, raised by a slight promontory, stand the ruins of the Priory—popularly but mistakenly called Abbey—established in this beauty spot 800 years ago. Much of it was destroyed at the Dissolution.

Below—**BOLTON HALL—NOW A RESIDENCE OF THE DUKES OF DEVONSHIRE:** Part of the hall is composed of the old Priory gatehouse, round which have been built Victorian additions. Bolton Hall lies amid some first-class grouse moors and King George V was a frequent guest here for shooting expeditions.

THE SMOKE AND INDUSTRY WHICH EPITOMISES THE BLACK COUNTRY—A VIEW OF COSELEY : The factories around this unusually large parish in Staffordshire produce anything made of iron, from the heaviest boilers to the lightest nails. Despite the smoke and grime of the Black Country, its people have a great tradition steeped in history and in many years of craftsmanship. Although they work like city dwellers, they live like countrymen in the numerous small towns and villages which adjoin the factories.

THE BLACK COUNTRY

The Romance of One of Britain's Greatest Industrial Areas, Whose People have Stamped on it an Individuality All its Own

By PHIL DRABBLE

WITH SPECIAL DRAWINGS BY JACK MERRIOTT, R.I.

FEW strangers come to the Black Country for choice. They endure the train journey from Birmingham to Wolverhampton, wincing from the spoilbanks and factory chimneys and unnatural brown patches of grass as withered in summer as in winter. Or they travel by car over the worst roads in England, never knowing where one town has ended and the next begun. The same rows of grimy houses and shops, and still more factories, seem to stretch away interminably. They see nothing but an industrial sprawl so squalid and stained that they shudder and pass on.

But strangers see only our superficial overall. They see us in our working clothes and they overlook the variety and character so close below the surface.

Perhaps it is the name Black Country which puts folk off, or the caricatures of Dickens and Disraeli, who were slightly over-enthusiastic, as most reformers are. The fact is that the area bounded by Wolverhampton in the north, Halesowen in the south, Walsall in the east, and Stourbridge in the west, was black enough to earn its title for little more than a century. It began with the Industrial Revolution of the late 1700's and, by the beginning of the 1900's, its natural wealth of coal and iron was so spent that it is now no better and no worse than most industrial areas.

The century when it was at its prime, however, brought such fame or notoriety—whichever way you look at it—that the exact definition of the area to-day is impossible, since every borough on the perimeter claims to be "just outside." The worthies of Walsall will tell you that the Black Country begins at Wednesbury and stretches to Stourbridge, while the Stourbridge folk say it begins at Brierley Hill and goes right to Walsall.

In early times the whole area was on the well-wooded fringe of the Midland plain. Edward the Elder, son of Alfred the Great, beat the invading Danes in protracted fighting from Wednesfield to Tettenhall in the year 910. Nearly a thousand years before, the Romans had left a store of their coins at Rowley Regis, and some 700 years later the Guy Fawkes plotters were in the area at Holbeache House and Charles II took refuge at Moseley Old Hall and Bentley on his way to the coast from Boscobel, where he hid after the Battle of Worcester.

It is so much easier to imagine history in the stillness of some sleepy village than here on the anvil of industry, that nobody associates romance with Dudley Castle, or heroism such as was displayed by those who tended victims of the cholera plague at Bilston 120 years ago.

The growth of the Black Country in its present form owes something to history and something to the physical coincidence of coal and iron and lime. There had been trade in iron goods since the twelfth century and earlier. But on a scale so small as to be negligible by modern standards. The only way of smelting iron, in those days, was with charcoal, and the face of the whole Midland Plain was altered completely because the oak woods which clothed it were shorn and sacrificed on the hearths of the thousands of tiny smithies in the locality. The coal that abounded was chiefly mined for domestic use, and then only from shallow workings, since there was no adequate way of pumping deep mines dry.

By the reign of Queen Elizabeth I the oak woods of England had been so ravaged that there was a serious danger that there would not be enough available even to build the warships upon which our safety depended.

MAKING GLASS AT BRIERLEY HILL : A craftsman making a delicate goblet at the works of Stevens and Williams. Some of the finest glass comes from the Black Country, a contrast to the heavy ironwork with which it is traditionally associated.

Here in the Black Country the iron trade was threatened and, as so often happens, the child of necessity was the invention of a process for smelting iron with coal instead of charcoal.

Dud Dudley, one of a whole tribe of natural sons of Earl Dudley, was recalled from Oxford to run his father's works in 1620. He was faced with the imminent famine of charcoal and the inability of any coal-fired furnace to get hot enough to smelt iron. How well he applied his brain is reflected by the extremes of fury into which his neighbouring iron masters worked themselves. They incited the mob to wreck his bellows; they persuaded the King that he should be allowed to make no more of his new-fangled iron until his smiths at the Tower had approved it; they tried to get his invention outlawed as a monopoly. Dud Dudley found himself on the losing side at the Civil War and he eventually died with his secret.

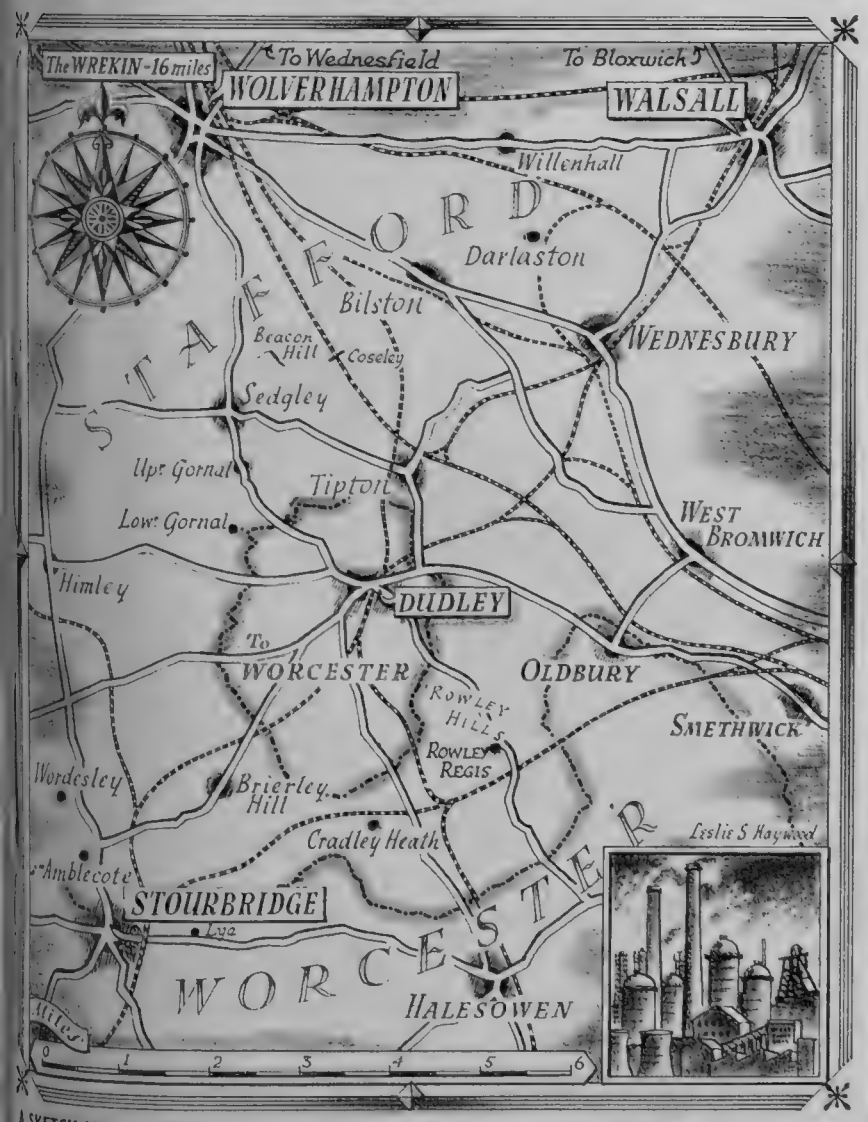
The work he had started was to have enormous influence on the district in years to come, though most of the men who eventually succeeded where he had failed were "foreigners"—from other parts of Britain.

John Wilkinson of Cumberland came here, as did so many of the great engineers, to make his fortune, where all the raw materials were at hand. In 1766 he started to erect the Bradley Furnace and within a few years he was smelting 20 tons of iron a week from coal. Little more than a decade later there wasn't a single charcoal furnace in the district.

Within a few miles, at the Soho Foundry in Smethwick, James Watt, another "foreign" genius, was at work. Watt was a Scotsman who had developed the principles of early steam engines until he had produced one which was effective for pumping water to allow mines to be sunk deeper. In 1785 Watt and Wilkinson had combined to produce the world's first effective

(Continued on page 502)

THE CHURCH AND MARKET OF WOLVERHAMPTON, FOCAL POINTS OF AN INDUSTRIAL CITY: The red sandstone tower of St. Peter's Church, which dominates the old market-place and the countryside beyond, and contrasts strangely with the city's great industries.



A SKETCH-MAP OF THE BLACK COUNTRY: Locally there is some vagueness about the exact extent of the area known as the Black Country. It is probably the area bounded by Wolverhampton, Stourbridge, Smethwick, West Bromwich, and Bloxwich.

RURAL PEACEFULNESS: There are a surprising number of pools fringed with rushes in the Black Country, like this one at Bloxwich. These pools are locally known as "swags," because they were originally caused by mining subsidence, when the fields sagged in.

A CASTLE AND A ZOO: On the left are sea lions in the moat of Dudley Castle. The zoo in the grounds there is one of the best in the country. Wild goats scale the castle's ancient ramparts and bears live in caves and climb trees below the castle walls.

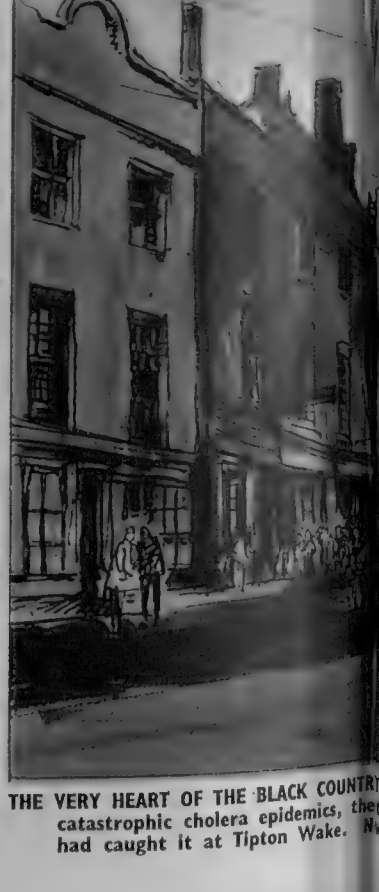
FARM BUILDINGS AMID THE RUINS OF HALESOWEN ABBEY : Standing in most picturesque country, within a mile of the throb of industry, the Abbey has now been converted into a farm. The timbers in the roof of the guest house are, however, still in good repair. Halesowen Abbey was granted by King John to the Bishop of Winchester in 1215. Besides the Abbey there was also a manor, and the abbot was both spiritual and temporal head of the district until the Dissolution of the Monasteries.

On right—

A HOSPITABLE INN AT WEDNESFIELD : Mr. Gregory, the host at the Dog and Partridge, pulls a pint in a corner of this friendly little pub. The customers are not separated from their landlord by a counter, but all sit in a single friendly group. Beside the rows of coloured wine-glasses which, in the winter, shimmer in the light of the warm fires, there stand the two-gallon porcelain jars in which the gin and whisky for this homely little inn are kept.

THE BLACK COUNTRY *(Continued)*

TIPTON, THE GREAT MIDLAND CANAL CENTRE : Tipton-on-Cut, as it is locally known, abounds in artificial waterways, which were built in the latter part of the eighteenth and early nineteenth centuries. The network of canals, which originally took the place of the pack-horse, is still in daily use, being considered the most satisfactory form of transport for heavy goods in the Black Country.

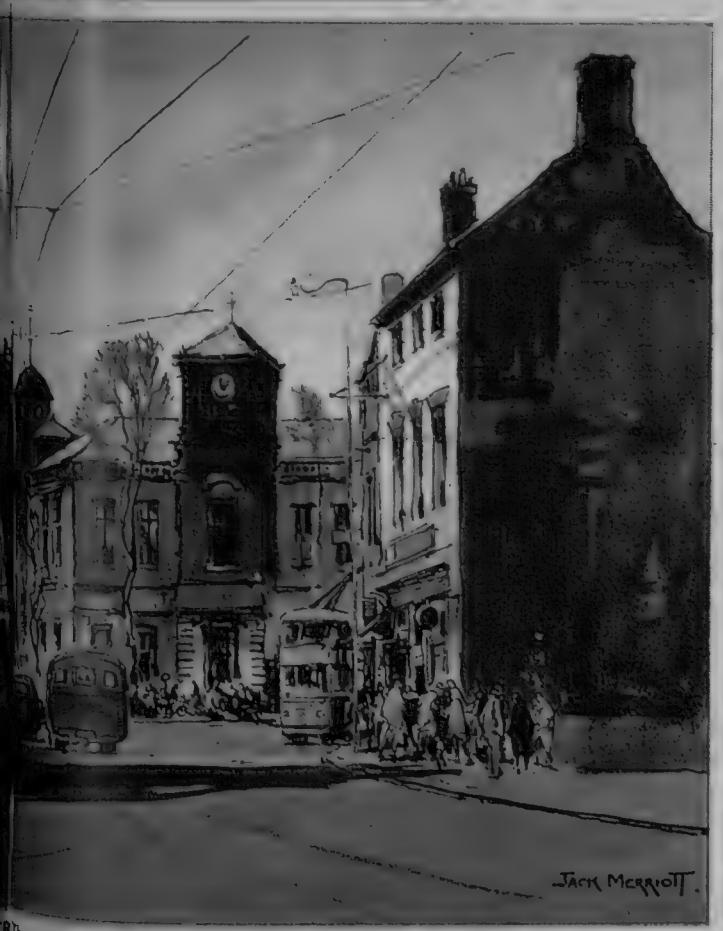


THE VERY HEART OF THE BLACK COUNTRY catastrophic cholera epidemics, the had caught it at Tipton Wake.

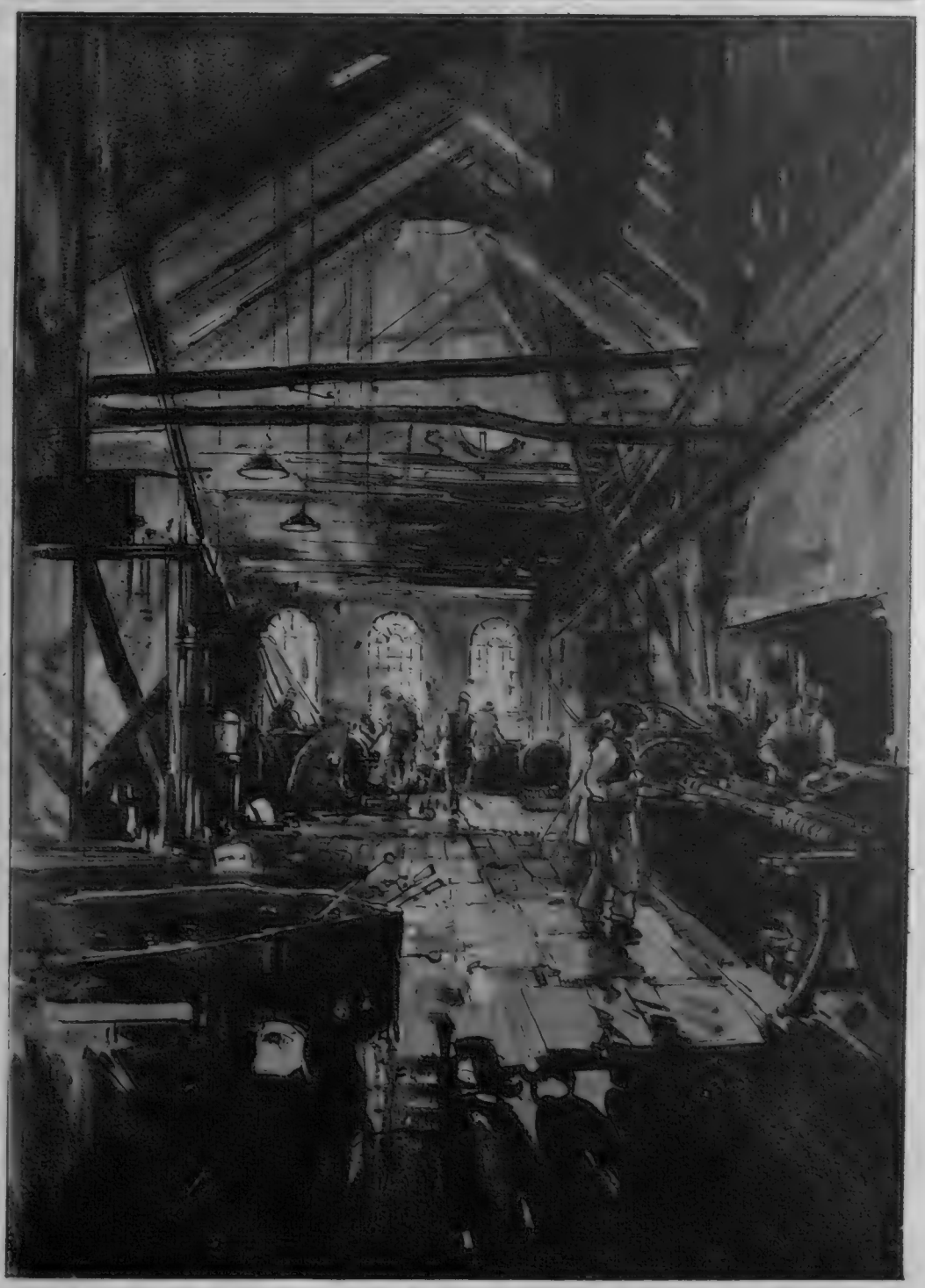
WALSALL POWER STATION : The six cooling towers and the station seen from Bentley Common. In the Black Country it is possible to find one's bearings with the aid of power stations : Wolverhampton, for instance, has one cooling tower, and Ocker Hill, two.

On left—

ONE OF THE FAMOUS MUD-HOUSES AT LYE : This mud-house, the last, was demolished several years ago. Progress has not left its mark so clearly on the town of Lye as it has on other industrial areas of the Black Country.



The town hall at Bilston. Last century this town was the centre of two net of which is said to have been spread by a crowd of bull baiters who wer than 742 out of a population of 14,500 lost their lives at Bilston.



INSIDE A SPRING WORKS AT WEST BROMWICH : Making heavy springs at the works of Geo. Salter and Company, the oldest spring works in the country. The actual making of the springs is a great test of teamwork : red-hot bars are wound into the springs, a very hazardous operation.

THE GOLF COURSE AT HALESOWEN: This delightful, rolling course is said to have been laid out by the great landscape gardener, Capability Brown. The house on the right, now the clubhouse of the Halesowen Golf Course, was once the home of William Shenstone, the eighteenth-century poet, who owned land in the district.

THE BLACK COUNTRY

(*Continued from page 498*)

blast engine, and later Watt invented the crank to convert the stroke of his piston into rotary power for driving machines.

Here in the Black Country, in a single generation, the whole future of mankind was reshaped. The means were discovered of producing cheap, plentiful iron and then, by the use of hitherto undreamed-of power, of converting it into an infinity of saleable wares. Wilkinson, the Man of Iron, made an iron boat which surprised the whole world when it floated, and he even created a sensation when he died, by being buried in an iron coffin, in an iron tomb surmounted by an iron pyramid bearing his epitaph in letters of iron, all, of course, made in his own works.

It was symbolic of the future. Here, in the heart of the Midlands, the mystery had been unfolded for shaping the destinies of the industries we know to-day. To cheap coal and iron two more additions were necessary. First, cheap transport to get the goods away, for roads were so bad that pack-horses were the only effective answer. Yet another foreigner came to fill the breach. Brindley and Telford were the engineers largely responsible for the networks of canals which are like spiders' webs drifting in all directions at every whim of breeze. The last necessity, of course, was the most important of all. Cheap labour.

An odd coincidence of history came to the rescue just when it was needed. In the districts around, the rural peasants were being dispossessed of their common rights by enclosures, and were searching desperately for another means of livelihood. They flocked into the towns, and factories, equipped with undreamed reservoirs of power, grew like mushrooms to cater for them.

Whole towns became famous for the wares which supported their communities. Willenhall was soon known the world over for its locks. It even earned the title of Humpshire, because, men said, it had holes built into the walls to rest the humps that deformed the weary locksmiths. Dudley was famous for nails, Cradley for chains, West Bromwich for springs, Walsall for harness furniture. Every town had its pride not only of craftsmanship, but its special pride of individuality, too.

This intense local patriotism is as virile to-day as ever it was. The modern tendency to scramble a number of small towns into a huge characterless jumble meets sterner opposition here than anywhere in the land. During the Industrial Revolution, when country-folk from around settled, they founded cells of such individuality that to-day, despite all that the B.B.C. and modern education can do, they even retain their own dialect. Comedians on the stage often tell Black Country stories in what they imagine to be Black Country lingo. But the gruff tones of the salt hawkers of Gornal are as different from the Welsh lilt of Quarry Bank or Lye as they are from the slurring words of Walsall.

For the first century conditions were indescribable. Factories sprouted and a rash of shoddy houses erupted to take care of the folk flocking in from the country. Hours of work were such as to seem continuous from Sunday to Sunday, wages were poor, and drainage and water were such as to foster two dreadful cholera epidemics in 1832 and 1848. At night the blast-furnaces turned the fiery sky as brilliant almost as day. That was the period when this tiny stretch of country, less than twenty miles across, earned the title Black in every conceivable sense.

By the beginning of this century the coalfield centred on Bilston was worked out, and few of the blast-furnaces were working. To-day they have learnt to waste less heat, so that even those that are left are inconspicuous.

The diversity of trades has minimised the extent to which depressions are felt, for some are always busy, and the spirit of craftsmanship has made, and still makes, competition less easy. Physically the individuality has been retained to a remarkable degree.

Perhaps the best place from which to appreciate this is the summit of Rowley Hills. There, right in the heart of an industrial area, rises a gaunt grassy hill capped with harebells, where the larks are as plentiful and sing as sweetly as when the Romans came. The Wrekin dominates the skyline, with Sedgley Beacon and Dudley Castle just across the valley. Cannock Chase and Barr Beacon are to the north and the east and the Malverns to the south-west. The skyline, then, is as it always was. Even Dudley Castle looks the same from here, though from a military point of view it was razed by fire. To-day it houses one of the most attractive zoos in the country and sealions decorate its moats, bears climb the banks below its battlements, and greater crowds pass through its portcullis on one Bank Holiday than all the armies of its history.

WRENS NEST CAVES, NEAR DUDLEY: Once the scene of limestone workings, these caves dip steeply into the earth. The pillars which were left to support the roof have gradually decayed, so that the caves are now liable to subsidence and convey an eerie air of real danger. Dudley Castle itself was built on a hill of limestone.

The whole area is notable for its surprises. Who would expect a castle to have survived such modern industry? And, standing upon Rowley Hills, who would expect to see so much green and as much water and cows and corn instead of all the smoke and congestion the strangers imagine?

From up there it becomes obvious that the area still does consist of a chain of villages, or, at any rate, not very large towns, joined by ribbons of road. It is these roads, built-up along each side, which give the impression, to anyone driving through, of one huge town. But between towns there is such a variegated patchwork of duns and browns and greens and yellows as ever you see from a hill in the country.

ONE VIEW OF THE COUNTRY FROM SEDGLEY BEACON: Houses, farms and pleasant wooded country can be seen in some directions. From the same point on the beacon one can obtain a view which gives the impression of seeing a single town, from Wolverhampton in the north to Walsall and West Bromwich.

A STRANGER'S IDEA OF THE BLACK COUNTRY: An impression of the bleakness with which the Black Country is usually associated. Desolation like this near Bloxwich is sometimes the result of years of ravaging the land in search of coal and iron.

QUARRYING FOR GRANITE: The outcrop of granite at Rowley Regis, within a few hundred yards of factories on one side and farmland on the other. These quarries are changing the contours of the hills, as other quarries have altered the face of the countryside.

Black Country folk, therefore, are townsmen with country minds. They work in herds together in towns because of the accident of such men as Watt and Wilkinson devising power which was not economic unless used centrally by many hands. But still they crave for escape.

The towns themselves reflect this. Wolverhampton, perhaps the finest town in the area, has excellent parks, and the centre of the town, in Queen's Square, is one riot of flowers from one end of the season to the other. And the gardens below St. Peter's Church set off the mellowness of its stone to perfection. Most local towns have good parks, though, but Wolverhampton is unusual in that it has an outstanding Civic Hall and the sort of shops that one would not expect without knowing that, in addition to its industrial associations, Wolverhampton is also a typical market town.

Variety is perhaps the keynote of the area. West Bromwich, in its Oak House, has a half-timbered gem which would not look out of place in a Herefordshire village. Yet less than a mile away, just over the border of Smethwick, they make the glass that is fitted in lighthouses everywhere. Most extraordinary of all, perhaps, is the heavy chain and anchor trade of Cradley Heath. Here, as far from the sea as it is possible to get, are forged chains and shackles and anchors famous the world over. In some factories conditions have scarce altered for a century. It is common for the smiths to start work between six and seven in the morning. They come and go as they please, without the modern restriction of clocking in or out, because they are paid for the weight of chain they produce. They bargain with the chainmaster for the price they shall get, and when they have earned what they need they go home. The work is so hot and heavy that they often finish the day before noon, and, in the tradition that no good smith was sober by St. Monday, it is common for their working week to begin on Tuesday.

Contrast this heavy, sweaty work with the glass trade of Stourbridge. In reality the best glass is made at Brierley Hill, Wordsley and Amblecote, the districts around. But for artistry and quality there is no glass in England to compare in quality with the table glass known as Stourbridge. Here, too, is lucid illustration of the local clannishness of the district. When the trade settled here, a number of Flemish artists came, and Continental names are still common here as a result.

The one thing that is despised in the Black Country is shoddy work. Strangers who give the place a thought before passing often include Birmingham in what they think the area covers. Nothing infuriates us Black Countrymen more. We may be rough; we may have clung longer to bull-baiting and dog-fighting and cock-fighting than they did elsewhere; we may be difficult to discipline. We accept all that. But Brummies, the denizens of our neighbouring city, mass-produce cheap goods. A hammer is a "Brummagem Screwdriver." They are not craftsmen in the eyes of Black Countryfolk, so do not confuse them.

So next time you are passing, call in. Beneath the working clothes, inside the shabby houses, you will find a welcome that would be impossible except from individualists. You will find folk as proud of "good eating and drinking" as they are of West Bromwich Albion or Wolverhampton Wanderers; folk who can work hard with pride and are still capable of making their own amusements when they have done; folks with character.

ROME'S COLOSSEUM

IS BEING REPAIRED

Workmen are now Restoring Cracked Stones in the Ancient Amphitheatre

Citizens of Rome, remembering the proverb that when the Colosseum falls, the world falls with it, began to wonder a few weeks ago when scaffolding was erected round part of the ancient amphitheatre. Their suspicions were allayed, however, when officials explained that the cracks in the structure had been so for many centuries, but that the accumulation of weeds among the broken stones had made some repair work necessary. Workmen are chiselling away decayed stonework and enlarging the cavities in order to pour in cement in an attempt to arrest further deterioration and to make the structure safe.

The story of the Colosseum goes back nearly 2,000 years to A.D. 72, when an unknown architect began building operations on the site of an artificial lake attached to Nero's Golden House. Under Vespasian it was raised to the third tier, and the building was finished by Titus and Domitian, the walls being faced with white marble. Originally used for gladiatorial combats and wild beast contests, when many Christians were martyred for their faith, it has since seen service as a stage for miracle plays; as a fortress, hospital and a factory. Two centuries ago it was railed off and consecrated to the memory of the martyrs of the early days of Christianity. Prior to that much of its stonework was taken away by Roman nobles and used in the construction of many churches and palaces.

WORK IN PROGRESS ON THE RESTORATION OF CRACKED STONES IN THE COLOSSEUM OF ROME: The workman is seen chiselling at one of the cracks in the stonework before filling the cavity with cement. Although the stones of the Colosseum have been split for nearly a thousand years, the city authorities have recently decided that the weed-filled cracks needed attention in order to avoid serious deterioration.

INJECTING CEMENT INTO A CRACKED STONE: A rubber pipe is used for the purpose. This method is used in Pisa, where the authorities often inject cement into the base of the Leaning Tower.

EMPHASISING THE DILAPIDATED CONDITION OF THE STONEWORK: *Left*—A close-up, showing one of the arches and the displaced stones above it. The cracks were noticed as early as the beginning of the last century, when the brickwork (below) was erected within the arch to prevent further deterioration. *Right*—Looking down from the top of the Colosseum, where a workman is engaged in the restoration. The Colosseum is 157 ft. high and the arena is 280 ft. long and 174 ft. wide.

SHIPS ANCIENT AND MODERN

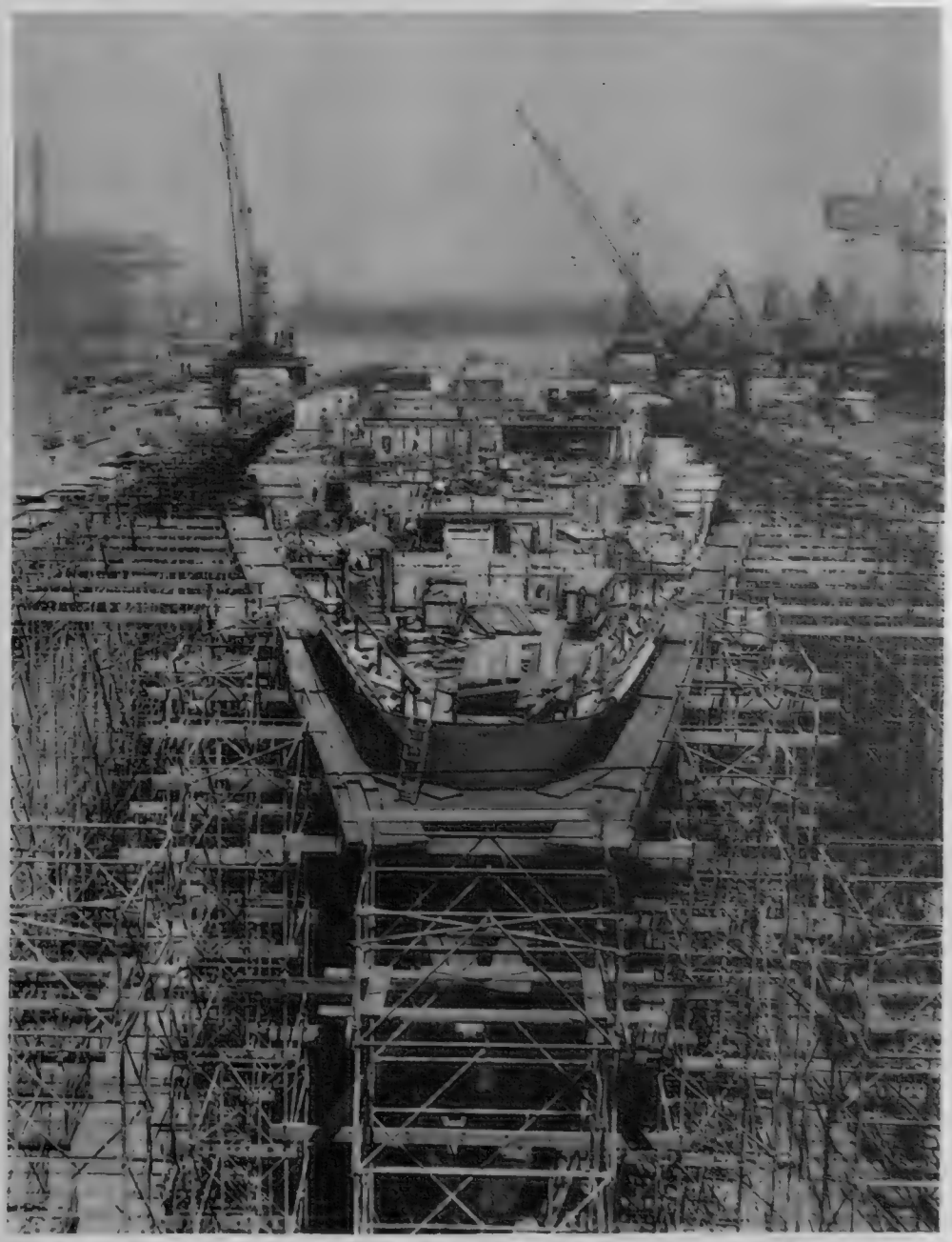
A Survey of Work in Progress at the Shipyards, which Ranges from Building a Replica of a Trojan Warship to Building the World's Largest Aircraft-Carrier

ONE OF THE THOUSAND SHIPS IS LAUNCHED: The latest Helen of Troy, Italian actress Rossana Podesta (she plays Helen in the film version of the Trojan War story being made by Warner Brothers), launched this ship in Rome earlier this month. It is a reconstruction, as near authentic as possible, of the ship in which Paris carried off the fair Helen to Troy.

"THE MAID OF TROY" ON THE SLIPWAY: A bireme (two banks of oars), this ship is 90 ft. long; on the prow is a ram in the shape of a dolphin. The only false, but convenient, innovation is that the ship is powered by Diesel engines.

A LIFEBOAT IS LAUNCHED: Taking to the water after being launched from a boat-builder's yard at Renfrew is a 36-ft. self-propelled lifeboat for the new Cunarder *Saxonia*. The latter, which was launched by Lady Churchill last February, is taking twelve of these lifeboats. They are made of an alloy metal and each weighs 3 tons and can take 145 passengers. The *Saxonia* will operate on the North Atlantic service up the St. Lawrence to Montreal.

LAUNCHING INTO THE DEE: The *Hamina*, which at its launching just about filled the entire width of the Dee, is one of the largest ships ever launched into that river. It was built by the John Lewis Company of Aberdeen for a company in Bergen, Norway. Of 3,100 deadweight tons, she will carry Canadian timber to Europe.



THE U.S. NAVY'S NEW AIRCRAFT-CARRIER: At the New York Naval Shipyard in Brooklyn, a lace-work of scaffolding surrounds what will be the U.S.S. *Saratoga*. This vessel was laid down in December 1952 and is expected to be completed by January 1956. When finished it will be the largest in the world: 60,000 tons displacement (75,000 with full load) with an overall length of 1,040 ft. It will carry 100 planes and its estimated cost is 218,000,000 dollars.

THE ESSEX COUNTY SHOW OPENS AT WIVENHOE PARK, NEAR COLCHESTER : Above is a general view of the agricultural machinery section of the County Show. The opening was marred rather by bad weather ; strong winds nearly uprooted some of the tents and heavy rains had made the ground so soft that many cars were bogged. But the rain held off long enough to draw in the biggest attendance for a first day since 1950 ; some 20,000 had passed the turnstiles by 4 p.m. The total entry was slightly lower than last year, but there were increases in the horses, sheep and cattle classes, and pigs, which were banished two years ago because of outbreaks of swine fever, were once again being shown. These county shows have become increasingly popular over the years, farmers realising that the drive to improve the livestock is of financial benefit.

THE HOME NEWS IN PICTURES

A Survey of Recent Events in London and the English Countryside

THE MINISTER OF TRANSPORT OPENS A NEW TUNNEL UNDER THE PENNINES : An electric train moves forward to break the tape across the mouth of Woodhead New Tunnel just after Mr. Alan Lennox-Boyd had declared it open ; he was on the footplate as the engine moved in. The tunnel has been driven under the Pennines between Woodhead and Dunford Bridge, and will serve for passenger and goods traffic on the newly-electrified line between Sheffield and Manchester. Three miles and 66 yards long, the tunnel is the third longest in Britain. It took four-and-a-half years to build and the cost of the project was £4,250,000. The Minister also unveiled a plaque on the side of the tunnel entrance which commemorated the opening and the men principally involved in building it. There is an old tunnel alongside for steam trains.

PLANS FOR A NEW RADIO TELESCOPE : Professor A. C. B. Lovell, Professor of Radio Astronomy at Manchester University, is seen beside a drawing of a £430,000 radio telescope now being built at Jodrell Bank Experimental Station, near Crewe, for his university ; it will be the largest of its kind in the world. The cost of it will be borne jointly by the Department of Scientific and Industrial Research and the Nuffield Foundation. Since the war the technique of radar and radio, applied to astronomy, has yielded a series of discoveries about the universe. The new telescope will have a paraboloid aerial with a diameter of 250 ft. and a height of 185 ft. to the top of the horizontal axis ; it will weigh about 1,500 tons. New regions of the universe will be open to exploration by this telescope. In this field Britain has a considerable lead.

A FLOATING PULPIT ON THE RIVER LEE : Members of the Hoddesdon (Hertfordshire) Methodist Church have been working for several months fitting out a launch for the Rev. Cyril Eastwood, so that he can hold, as he is above, "missionary cruises" up and down the River Lee. The minister cruises slowly along conducting a service as he handles the tiller. He plans to hold services at holiday-times and on Sundays throughout the summer ; when the weather is fine he expects large congregations.

AMERICA BUYS BRITISH JET LINERS : American and British officials are seen signing a contract for three Viscount turbo-prop airliners at Vickers House. The Viscounts are going to Capital Airlines, one of the largest in the United States, and the firm has taken an option on thirty-seven more. If this option is taken up, the value of the total order will be £16,000,000. They will be the first turbo-prop aircraft to be used in the States and no American manufacturer has a competitive design near completion.

IRBORNE EXERCISE ON ROMNEY MARSH : Troops of the 16th Airborne Divisional R.E.M.E. (Territorial Army) took part last week in an invasion exercise on Camber Sands, Kent. Our picture shows a U.S.A.F. Flying Boxcar dropping two pallets, each containing a jeep, during an early part of the exercise, which marks the climax of the annual training of Divisional R.E.M.E. in camp at Lydd. High winds limited the numbers of drops; vehicles were dropped, but no troops. The exercise was largely on infantry lines, because R.E.M.E. parachutists have to be prepared on landing to fight a way clear for their main body, either seaborne or landborne. The operation was similar to that of the 6th Airborne Division during the invasion ten years ago. Other troops also put ashore from landing-craft and drove off the beach at Camber Sands.

NE-MAN MUSEUM IN A COTSWOLD VILLAGE : In the tiny village of Filkins, on the borders of Oxfordshire and Gloucestershire, Mr. George Swinford, a Cotswold stone craftsman, shows a visitor round his museum, which contains a remarkable collection of relics of the village's history. Mr. Swinford, who comes of a long line of stonemasons in that village, is explaining the working of a clockwork-driven roasting-spit. He restored a derelict cottage to house his collection of old farming and craftsmen's tools from the district. Mr. Swinford, who has been collecting for many years, also has a number of Roman and Saxon coins and relics, many of which he has dug up himself during his building work.

N AMERICAN-STYLE BARBECUE IN KENT : Fourteen pigs and 350 chickens, weighing, on an average, 10 lb. each, were cooked recently over a pit in the recreation ground at Faversham. The barbecue was held by American airmen from Manston Air Station to raise money for a new community centre at Faversham.

A LORRY GETS STUCK : During the landing exercise of R.E.M.E. airborne units, several of their 3-tonners were stuck in the sand. The lighter vehicles, and those with four-wheel drives, all managed to get away without any great difficulty.

On left—

LONDON BUN SHOP IS COMING DOWN : "The Original Victorian Bun Shop," opposite the Old Vic Theatre in The Cut, Lambeth, is to be pulled down to make way for shops. Its wares were very popular with the theatre patrons of the last century, who ate them at the play.

Below—

FROM CHURCH TO ENGINEERING SHOP : This thirteenth-century building at Ruxley, near Sidcup, has recently been re-roofed to house an engineering firm. Until the sixteenth century it was the parish church of Ruxley, and for the last 400 years it has been used as a barn.

MUSEUMS, MUMMIES AND MONEY

Reflections Upon the Trends of Public Taste and Interest to be Deduced from the Fourth Annual Report of the Standing Commission on Museums and Galleries

By JOHN GORE

NATIONAL MUSEUMS.—I promised myself to return at leisure to a reading of the fourth Report of the above-named Commission. In a brief reference to this report a few weeks ago, I called it an admirable and comprehensive survey. A more careful reading confirms this view. At the time of its publication the Press gave it some publicity; the majority of notices which I saw concentrated on the plight of the British Museum and made it clear by quotation from various headings that staff recruitment was the crux of present difficulties, having regard to salary increases encroaching upon revenues not in step with overhead cost increases. Of course, our National Museums are not dependent on public entrance fees. There are private benefactors, very large public grants and grants from charitable or cultural trusts, and there is sometimes a revenue from the sale of reproductions of exhibits, a source capable of further enlargement.

But I suppose no investigation can be more important than of the statistics of annual visits and the information thereby derived as to trends and changes in public taste and curiosity in the various fields of exhibits, albeit the entrance fees paid by visitors to a few of these museums, which are handed back to the Treasury, represent mere chicken-feed.

The museums covered by the Report are in England, Scotland and Wales, and number about twenty-five, ranging from the big fry such as the British Museum, National Gallery, National Portrait Gallery, Science Museum, Wallace Collection, Royal Scottish and National Museum of Wales, down to small fry such as Ham House or Osterley, or museums at Caerleon and Penarth.

Natural History Museum is declining. The Victoria and Albert does much better than either of them. It deserves its public patronage, for both under Sir Eric Maclagan and its present head it has been, and continues to be, organised and run with quite admirable imagination and foresight, and a most practical and up-to-date appreciation of what will prove artistic box-office. No better example suggests itself than the exhibition of Queen Mary's Treasures.

Here, then, above-written are some statistics which are, I presume, as accurate as statistics can be, and some haphazard "facts" which have no more authority than that derived from casual inquiries very hurriedly made by a layman. But such as they are, they demand and deserve examination by anyone interested in the future of national museums. It may fairly be said that this island, throwing in overseas visitors and deducting a percentage of "regulars," still has out of its 50,000,000 inhabitants a potential public of patrons of at least 25,000,000, if one deducts infants and cripples and the very elderly.

OSTERLEY HOUSE, MIDDLESEX, WHERE THE FURNITURE HAS BEEN ARRANGED BY THE VICTORIA AND ALBERT MUSEUM: This is the main front of the house, with its Adam-designed portico.

Public Attendance Figures.—Very wisely an appendix in the Report supplies a table of attendances at all of them between 1949 and 1953. This table shows that about 7,000,000 visitors enter these galleries annually.

This does not at first sight seem a very adequate proof of interest in national museums, if one allots a fair proportion to overseas tourists and allows for the fact that many of the visitors must visit their favourite gallery several times a year. I am a fairly rare visitor to London, but I certainly go into three of these galleries at least ten times a year. And, of course, most of them provide a free entry. But, if one were to assume that every British visitor paid a shilling every time he visited any of these galleries, the revenue for twenty-five museums from visitors' fees would be no more than £250,000, and the *average* revenue per museum would not exceed £10,000 a year, a trivial subvention. In fact, of course, the bulk of these museums are supported by fixed grants from the Treasury (the taxpayer), and even the Wallace Collection, which does enjoy a fine endowment, must depend on a Treasury grant to support its staff. It is therefore not so much the money taken as the encouragement derived by the museums and galleries that makes public support of the galleries so important to the institutions.

I suppose that counter-attractions and competitors continually increase. The public likes *novelty*, and the new country house or stately home museums must be taking custom away from the fine, small provincial galleries, at any rate; not to mention the "pictures" on show in cinemas and in the home, and the livelier exhibits to be inspected on football grounds and on horse and greyhound race-courses. The Commission, therefore, must for ever watch closely the tell-tale figures of public interest in their various displays, since Treasury or Education grants are intended for public instruction and recreation. These are in the main artistic, scientific and archæological, and the Board is strongly representative of all three.

Science versus Art.—Trends in public interest are constantly to be observed, and to-day Science appears to have passed Art in the race.

In 1949 the biggest attendances were at the National Gallery and the Botanic Gardens. By 1953 the National Gallery attendance had dropped by 140,000, the Science Museum had gained 100,000.

Kew no doubt depends a good deal on the weather, and attendance has risen and fallen in those five years between 1,750,000 and 1,200,000. It is heavily down on the 1949 figure, and perhaps the National Gardens Scheme accounts for a part of that decrease. The British Museum is very steady at a modest figure, the

And if not more than one of these potential patrons in four ever troubles to visit a national gallery, it cannot be said that the taxpayer is achieving his noble objective in uplifting the nation. His sacrifices are to some extent vain. What accounts then for public apathy, if, indeed, a 25 per cent. attendance of patrons may fairly be called apathy?

Counter-Attractions.—I have already mentioned the counter-attractions of sport, cinemas and wireless, all of them modern phenomena in their present appeal. But I should not be surprised if there be not a still more modern phenomenon which plays a big part in keeping down to proportions so modest public patronage of these twenty-five national museums.

We are not yet a highly educated nation. We are devotees of sensation and of crowds. We like to watch others taking risks and spending their energies to give us thrills; and even those of us who have some measure of higher education and pursue culture to some extent have only a spasmodic and limited impulse towards uplift. We like to look at a fine picture now and again, a classic sculpture, a lovely piece of craftsmanship of any age, the relics of some historic figure or incident. But in a world grossly material, in a life which nowadays is a perpetual struggle for survival, our appetite for higher things is liable to "sicken and so die," and is only periodically revived. If that be so, it may well be that our very modern trend, due to economic causes, towards universal museumisation of this island is a danger to these national galleries.

The great palaces of London, the great country houses of England and Scotland, can no longer be inhabited by their owners as family homes. One by one they swell the roll of museums (if they are lucky) and divert, for the purposes of periodic uplift, a proportion of those who might be patrons of national galleries and museums.

The commercial dangers inherent in converting England into a vast exhibit of "dead yesterdays" are obvious to a nation compelled to find and keep its markets abroad. For overseas buyers do not come here to examine or pick up only curios. They want the latest gadgets and expect to find them only in very lively and up-to-date emporiums.

Too Many Museums?—At first sight, our Standing Commission, concerned with the welfare of their galleries, might welcome this "museum spirit" which is taking hold of the nation, this sense that we are all exhibits in a dead or dying civilisation, that we are all tucked up in "the bed that Queen Elizabeth slept in" and repose as specimens to attract the dollars of curious foreigners.

But second thoughts may suggest that over-much museumisation may have a mummifying effect. You may draw the living occasionally to have a peep at the exhibits in the Mummy room of the British Museum, but you can't expect mummies to rise up and walk through the National Gallery. They are surfeited with dead yesterdays. They are too old and tired to care any longer to improve their minds. They are fed-up with museums. If they want anything, they want fresh air and distractions. And, of course, this is the *scientific* age, and the bulk of our galleries still cater for art-lovers and antiquarians. The Science Museum's increased attendances make clear where the interest of the young is chiefly centred in museum-land to-day.

In Scotland the figures show that the great picture-galleries have both made great progress in attendances, and the National Museum of Wales has maintained over five years a very admirable annual mean of about 220,000, while the small Turner House at Penarth has trebled its appeal since it reopened in 1950: 1950, indeed, would seem to have been the bumper year of harvest for most of the twenty-five.

Indeed, there is nothing to suggest at present that either museumisation or the counter-attractions of sport and cinemas and wireless have had a serious effect on attendance at national museums.

There is a public for every kind of exhibition from a picture gallery to a point-to-point meeting. The trouble is that overhead expenses in museums continually outpace revenues, and in the case of national museums, dependent so largely on Exchequer grants, there is a limit to the taxpayers' pockets.

In 1938 the administrative expenses of the British Museum for the previous year (met under Education, Science and Art, Class IV of Civil Estimates) were put at £193,000. I wonder what the figure would be to-day if it were stepped up to make the British Museum as efficient as it once was and should still be ideally?

The National Gallery (Trafalgar Square and Millbank) required for administrature £29,000 in the same year. What does it require for perfection in 1954?

International Galleries.—Our most famous national galleries and museums would be very well as they are, in times of acute austerity, if the recreation and uplift of the British public were all. But it is our culture in the world of civilised nations which is at stake. A great nation which claims to lead the world in culture must have the most complete and perfect means of research for scholars of *all* nations if it is to support its claims.

THE GREAT HALL AT HAM HOUSE, PETERSHAM, SURREY, WITH ITS NOTABLE COLLECTION OF PORTRAITS: In the foreground is a billiard table from the V. and A.; above it hangs a brass chandelier, dated 1732, also from the Museum.

Apsley House is a very genuine museum devoted to one man; Stratford-on-Avon is a very bogus museum similarly devoted to one man. These pay their way through the curiosity and interest of a large and semi-educated public in two historical figures of first-rate importance.

The British Museum is the temple of a hundred arts, crafts and sciences of world civilisations. It is the temple of knowledge and truth which, if it appeals to a relatively smaller public, derives its patrons from all civilisation, and must be maintained in highest perfection by a nation that claims leadership in culture. Some of the statistics covering accommodation at the British Museum are breathtaking. Its library possesses 75 *miles of shelving* and all but two miles are filled! One of the four quadrants round the reading room was destroyed in the war. But this has now been rebuilt and, when completed, will add a further 20 miles of shelves.

But what percentage of the population of this island, which finds the money to keep up the British Museum, has ever studied in the library or specialises in Egyptology or Assyriology? Are there 500,000; is it as much as 1 per cent.? Why, the whole number of those who visit the Museum in a year is only 500,000, and that 500,000 is made up of foreign visitors, regular and constant students, idlers who come in out of the rain or do a little courting, and so on. *Sic vos, non vobis fertis aratra, boves.* You pay your money to maintain your capital as a centre of world culture, and it seems you do not pay enough. Perhaps we should call them International Galleries.

MISCELLANY

A Colonial Office Visit to Mauritius; A Suspect Kidnapper is Held in Arizona; A Night Yachting Race Starts from Bournemouth

THE EARL OF MUNSTER IN MAURITIUS: The Parliamentary Under-Secretary of State at the Colonal Office is seen pointing at lanterns which are used for hybriding sugar-cane. The Earl of Munster was visiting the Sugar Industry Research Institute Experimental Station at Reduit. A full programme of visits was arranged for his twelve-day visit to the British Crown Colony in the Indian Ocean. He met members of all sections of the community on the island.

AN INTEREST IN SUGAR RESEARCH: The Earl of Munster talking to one of the workers at the Chemistry Laboratory of the Sugar Industry Research Institute. Beyond the Earl are, from left, Mr. T. R. H. Godden, the Minister's Private Secretary; Mr. P. O. Wiehe, Director of the Institute, and Sir Robert Scott, Governor of Mauritius. Also accompanying the Earl of Munster was Mr. J. B. Sidebotham, Assistant Secretary at the Colonial Office, who is responsible for Mauritius affairs.

A KIDNAP VICTIM TALKS TO THE POLICE: Mrs. Evelyn Ann Smith, wife of a rich industrialist and daughter of a millionaire, talks to a police officer at Phœnix, Arizona, shortly after her husband had ransomed her for 75,000 dollars. She identified her kidnapper at a police parade.

On right—

THE SMILING SUSPECT: Daniel Marsin, a forty-one-year-old unemployed welder, is seen with two police officers in Phœnix, Arizona, gaol just after Mrs. Evelyn Smith had picked him out as the man who kidnapped her as she left a Phœnix beauty parlour. There a masked man, who had been hiding in her car, pointed a gun at her and forced her to drive to a hideout in the mountains. Her husband then had to bring the money in a satchel to a deserted spot in the mountains, where a man with a rifle then released Mrs. Smith to him. Later, police in jeeps, in radio contact with helicopters, threw a net round the area. Marsin was arrested five miles from the hand-over spot when he called at a farmhouse for water. He claimed he was a prospector and had only 17 cents on him. The money had not been found by last week.

Above and on right—THE START OF THE NIGHT SAILING RACE FROM BOURNEMOUTH TO CHERBOURG: Some thirty yachts left Bournemouth Pier for the annual night race to Cherbourg, held by the Parkstone Yacht Club. It was dead calm when the starting gun sounded, and half-an-hour later several of the yachts had not even crossed the starting-line. Some, as in these pictures, were headed in the opposite direction waiting for a wind. This Whitsun event ended in a dinner for the competitors given by members of the Cherbourg Yacht Club.

SIR WINSTON RECEIVES THE GARTER

Traditional Pageantry at Windsor for the First Garter Service of the Queen's Reign

THE PROCESSION ENTERS ST. GEORGE'S CHAPEL, WINDSOR, FOR THE GARTER SERVICE : The Queen and the Duke of Edinburgh are about to turn to walk up the steps to the Chapel's West door.

THE FIRST GARTER SERVICE OF THE QUEEN'S REIGN : Her Majesty and the Duke of Edinburgh seen leaving St. George's Chapel, Windsor, after the service, during which the Prime Minister, Sir Winston Churchill, was installed as a Knight of the Order. Earlier, in the Throne Room at Windsor Castle, Sir Winston had been invested with the insignia of the Order. He was knighted last year and wore the robes at the Queen's Coronation.

With all the pageantry that befits the 600-year-old Order, and in the historic setting of Windsor, Sir Winston Churchill was invested with the Insignia of the Most Noble Order of the Garter by the Queen, Sovereign of the Order. The actual Investiture took place in the Throne Room of Windsor Castle in the presence of the Knights of the Order. Lady Churchill was also among those in the Throne Room who heard the Queen give the command to summon the new Knight Elect. Sir Winston entered and was conducted to the Queen. The jewelled Garter of the Order was handed to Her Majesty, who, assisted by Lord Salisbury and Lord Alexander, buckled the Garter round Sir Winston's left knee. The Prelate to the Order, the Bishop of Winchester, pronounced a solemn admonition. Then, in turn, the riband of kingfisher blue and the Star of the Order, the blue "Robe of heavenly colour" and the collar of the Order were placed on Sir Winston by the Queen, while further admonitions were read.

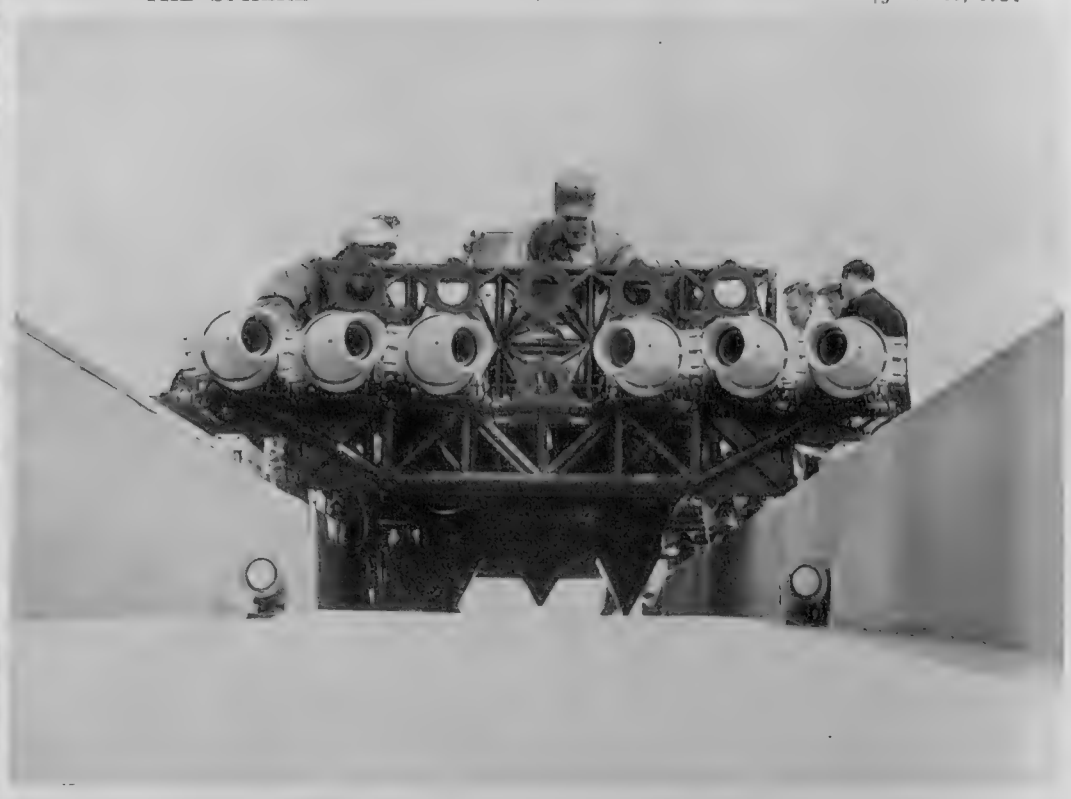
This had occurred on the morning of the installation in St. George's Chapel, Windsor. For that service the Queen and the Duke of Edinburgh walked with great ceremony to the Chapel, accompanied by the Knights of the Order. The Installation set the seal upon a ceremony during which the Prime Minister had, most fittingly, been enjoined so to "overpass both prosperous and adverse encounters, that having stoutly vanquished thine enemies, both of body and soul, thou mayest not only receive the praise of this transient combat, but be crowned with the palm of eternal glory."

THE PROCESSION OF GARTER KNIGHTS WINDS ITS WAY FROM THE CASTLE TO THE CHAPEL : Dismounted men of the Household Cavalry lined the route and a company of Coldstream Guards was in position outside the Chapel ; a detachment of the Queen's Bodyguard of the Yeomen of the Guard walked at the rear of the procession. 6,000 ticket holders were able to witness the colourful procession inside the Castle walls.

THE NEWLY-INSTALLED KNIGHT LEAVES THE CHAPEL: The Right Hon. Sir Winston S. Churchill, K.G., O.M., C.H., M.P., accompanied by his wife (a few paces to his left), seen with Garter King-of-Arms and other Heralds on the steps of St. George's. Just in front of Sir Winston is Black Rod, and on the extreme right are the Dean of Windsor and the Earl of Halifax. The Order of the Garter, the most illustrious and most ancient of all Orders, was originally instituted by King Edward III in 1348 as a purely military Order, but in the course of years it developed into a political honour. After the Second World War the bestowal of the honour was restored to the Sovereign.

AFTER THE INSTALLATION—MEMBERS OF THE ROYAL FAMILY ON THE STEPS OF THE CHAPEL: *On left*—Queen Elizabeth the Queen Mother, herself a Lady of the Garter, and the Duke of Gloucester, a Knight of the Order, in conversation before leaving after the service. On the extreme left stands the newly-installed knight, Sir Winston Churchill. On the steps of the Chapel, in front of the Knights of the Order, are the Usher of the Black Rod, Lieut.-General Sir Brian Horrocks, the Register of the Order, the Dean of Windsor, Bishop Eric Hamilton, and the Chancellor of the Order, the Earl of Halifax. *On right*—Princess Margaret is seen going down the steps.

READY FOR TAKE-OFF: Lieut.-Colonel John P. Stapp, of the U.S. Air Force Medical Service, sits in the cockpit of the rocket-propelled sled. Colonel Stapp is head of a unit at Alamogordo, New Mexico, which is investigating the forces to which pilots are subjected when baling out at high speeds.



REAR VIEW OF THE ROCKET-PROPELLED SLED: The sled runs on heavy metal tracks mounted on concrete. Between the tracks is a trough which can be filled with water; metal scoops beneath the sled dip into the water, scooping it into a funnel which acts as a brake. The picture shows the six rockets, each with a thrusting power of 4,500 lb., which hurtled Colonel Stapp along at 421 m.p.h. But the sled is equipped to take twelve rockets and the unit expects to reach speeds of up to 800 m.p.h.

THE FASTEST MAN ON EARTH

In the Course of his Researches on Pilots Baling Out at High Speed, Lieut.-Colonel John P. Stapp has Travelled Faster on Land than any Man Before

Last week it was announced that a U.S. Air Force medical officer, Lieut.-Colonel John P. Stapp, had become the fastest man on earth when he rode a rocket-propelled sled at 421 m.p.h. at the Holloman Air Base, Alamogordo, New Mexico. This was the highest speed ever reached by man on the ground and was done during tests to determine the effect upon pilots of baling out at high altitudes and supersonic speeds. The only other man to exceed 400 m.p.h. on the ground was the late John Cobb, who won the land-speed record seven years ago in a racing-car at a speed of slightly more than 403 m.p.h.

Colonel Stapp is chief of an Air Force medical research unit, and expects that eventually this rocket sled will carry volunteers at speeds up to 800 m.p.h. This, at Alamogordo's altitude of 4,902 ft., is the equivalent in terms of air density of travelling at 1,800 m.p.h. at 40,000 ft.

The sled consists of two vehicles: a propulsion sled which can mount twelve rockets, each of a 4,500-lb. thrust, and a test vehicle fitted with cameras and recording instruments to note the volunteer passenger's physical reactions. The two-part sled is mounted on steel tracks, set on concrete, which are considerably stronger than ordinary railway tracks.

Between the tracks is a trough 5 ft. wide and 18 ins. deep which can be filled with water. This trough is the basis of the braking system. At the desired braking spot a small plastic dam is inserted in the trough; other dams can be put in so that there are stretches of water along the 3,500-ft. track at different levels. Underneath the sleds are metal scoops which break the dams and scoop up the water, which is then funnelled through the sled and expelled through vents. This system provides an effective and predictable braking force, so that rates of deceleration can be accurately planned.

The three factors which affect pilots on baling out at high speeds and high altitudes are tumbling, wind blast and sudden deceleration. Of these, deceleration, the abruptness of the stop, is probably the most important. This is because of the "G" force exerted on the subject—G being equal to the force of gravity. During Colonel Stapp's latest run, he experienced during the slow-down a force of 22 G, which meant that his body assumed the weight of 3,960 lb., or nearly 2 tons.

To determine the other two factors the apparatus includes a special tumbling seat which can turn the passenger over at 180 revolutions per minute, and a movable windshield which, when off, exposes the passenger to all the airblast he is likely to be able to take. No tumbling tests have been held on that run yet, because each run takes only about seven seconds, which would mean very few tumbles.

However, Colonel Stapp, who already holds the National Air Council Award for his work on aviation medical research, is far from finished yet. During his latest speed run of 421 m.p.h. he was using only six of the possible twelve rockets.

THE SLED IN ACTION: This picture was taken a split second after Colonel Stapp had begun man's fastest-ever ride on the ground. In his rocket sled he beat John Cobb's land-speed record in a racing-car by about 18 miles per hour. When he braked Colonel Stapp underwent a deceleration force twenty-two times that of gravity.

THE FACE OF COLONEL STAPP AS HE IS ROCKETED ALONG: These three pictures show the effect of G—the force of gravity—on a human being subjected to sudden acceleration and deceleration. The *left-hand* and *centre* pictures show Colonel Stapp during the initial five seconds of acceleration up to 421 m.p.h.; during this he was subject to a force of 12 G. The *right-hand* picture shows him during the deceleration, when the rockets had burned out and the water brake was in action; at this point the Colonel was subject to a force of 22 G., which means that his body assumed twenty-two times its weight, i.e., 3,960 lb., or nearly 2 tons.

A HARD FIGHT AT LE MANS

The 24-hour Sports Car Race was Won by a Ferrari After a Keen Duel with the British Jaguars

Le Mans 1954 saw one of the hardest races of its history round the 8½-mile track. From the start it had been a duel between the Italian Ferraris and the British Jaguars, winners of the event last year. Eventually the only Ferrari left in the race—driven by Froilan Gonzales and Maurice Trintignant—won the race at an average speed of 105.1 m.p.h., finishing only 2½ miles ahead of the Jaguar driven by Tony Rolt and Duncan Hamilton.

The race, which was run for most of the time in heavy rain, is probably Europe's most gruelling test for sports cars. This year, of the fifty-eight starters only eighteen finished—of which seven were British cars. The Bristol team, which took seventh, eighth and ninth places, had the signal honour of being the only one to have all its cars running to the end.

The Ferraris, which led all the way, were pushed very hard by the Jaguars. Two of the Jaguars were unlucky enough to get blockages in the fuel system; one, driven by Walker and Moss, had to spend three-quarters of an hour in the pits clearing black, sandy earth out of the petrol leads. Eventually this car, which had been running in second place, withdrew because of a failure of the brakes; Moss, who was then driving, had to take the escape road at one bend at over 100 m.p.h.

The last hour provided an exciting finish between the one remaining Jaguar and one remaining Ferrari: Hamilton cut down Gonzales' lead to a minute-and-a-half, but in the last half-hour Gonzales began to pull away again.

TWENTY-FOUR HOURS TO GO: At the start of the Le Mans twenty-four-hour race drivers sprint across to their cars from the other side of the track. This event is the most testing of endurance races for sports cars, and the heavy rain which fell for two-thirds of the time put an even greater strain on drivers. Of the fifty-eight cars which started, only eighteen finished.

THE WINNER IS FLAGGED HOME: Car No. 4, the red Italian Ferrari driven by Froilan Gonzales (Argentine) and Maurice Trintignant (France), won the race by covering 2,523.9 miles.

THE FIRST LAP: A general view of the Le Mans circuit at the first bend just after the start of the race, which developed later into a battle between the Italian Ferraris and British Jaguars; both averaged over 105 m.p.h.

A LAGONDA HITS THE BANK: This car, driven by Eric Thompson and Dennis Poore, was one of the forty cars which failed to finish. Second place after the Ferrari was taken by a Jaguar which, after twenty-four hours of racing, was only 2½ miles behind the winner.

TWO RACE CASUALTIES: On left is all that remains of one of the Aston-Martin team. On right is the wreckage of a French Panhard. Though several cars left the rain-soaked track and were badly damaged, none of the drivers, by great good luck, was seriously hurt.

LE MANS AT NIGHT: The headlights of cars flashing by at anything up to 160 m.p.h. set up a ribbon of light along the Le Mans circuit. Thousands from all over France camped round the track that night.

AINTREE'S NON-SKID SURFACE

A Feature of the New Motor-racing Circuit which is Causing Concern Among Drivers; London's Traffic Problem; the New Humber Hawk; and Other Motoring Notes

BY "THE SPHERE" MOTORING CORRESPONDENT

AS I drove along London's crowded Oxford Street the other day a friend from New York, who was sitting by my side, suddenly exclaimed: "Say! It 's quiet here in this London of yours!"—"How come?" I asked, trying to make him feel at home and at the same time listening to the dull traffic roar, the grinding of gears and the squeal of tortured tyres.

My friend pointed out that although Oxford Street was choked by four continuous lines of slow-moving traffic, only now and again was a horn sounded.

He 's right, of course. In New York and most other big cities abroad, there is a non-stop cacophony of strident car horns in every busy street, reflecting the impatience of frustrated drivers.

In London we take things much more calmly and we can pride ourselves on our restraint. But only at his peril should the Minister of Transport take this as a sign of gracious acceptance of London's traffic chaos.

The Rootes Group have given their Humber Hawk a new engine and effected a number of other improvements without putting up the price, which stands at £695, plus £290 14s. 2d. purchase tax, a total of £985 14s. 2d.

The 4-cylinder engine has the same bore and stroke as the old one, but it has overhead valves and develops 70 b.h.p. at 4,000 r.p.m. compared with 58 at 3,400. This is a 20 per cent. rise in power output.

Basically the engine is the unit which gives the Sunbeam Talbot such a lively, smooth performance. In the saloon it gives 77 b.h.p. at 4,100 r.p.m. and in the Alpine sports two-seater, 80 at 4,200.

The Laycock-de Normanville overdrive system, giving an additional "higher than top" gear, is available on the new Hawk as an optional extra for £45, plus £18 15s. tax (a total of £63 15s.).

The new Hawk has better brakes, with a 40 per cent. increase in lining area, to cope safely and smoothly with its faster top speed of over 80 m.p.h. The rear wings have been re-designed, and there is a new counter-balanced boot lid, with slam-type lock. A concealed petrol filler cap has been added and the new rear lights incorporate reflectors and flashing indicators.

Improvements to the inside of the new Hawk include a wider rear seat, new finish and a redesigned steering wheel, which now has a horn ring.

It was a great pity the weather was so bad for the opening of Mrs. Mirabel Topham's new £100,000 motor racing circuit at Aintree. Both she and the British Automobile Racing Club must have been disappointed by the smallness of the crowd, but they must also have received much encouragement from the way things went.

The three-miles track has been well laid, with good drainage and a non-skid surface, but drivers are complaining that some of the corners slow them down needlessly and prevent over-taking except on the two long straights.

The track runs more or less parallel with the Grand National course, but a triangular loop was added to bring the distance up to three miles. It is the corners formed by this loop about which drivers are complaining, though the race organisers will naturally be mainly concerned about whether the track is satisfactory from the spectators' point of view.

We saw some good racing at that first meeting, in spite of the rain. It was a big and well-deserved personal triumph for Stirling Moss, who won two of the main events: one in a 500-c.c. Cooper, the other in his new 2½-litre Italian-built Maserati. He has painted it green—Britain's racing colour—and it is typical of Stirling that he should remark at the prize-giving: "One day, perhaps, I shall be able to win a big race in a British car and not in a car that is merely painted green!"

I drove up to Liverpool for the Aintree motor racing in a Standard Eight and I was once again very much impressed by its performance. It is a car which in my opinion is worth a better-looking body. The one I borrowed was the austerity model, without hub-caps and minus even a windscreen wiper for the passenger's side of the screen. Frankly, I think the Standard Motor Company's bold experiment in offering an austerity car stripped of the usual fancy trimmings has failed. I should not be surprised if from now on they concentrate on the de luxe version of the Eight, which costs only £57 more and looks much more of a car.

The Eight has a wonderful little overhead valve engine of only 803 c.c. It is lively, quiet—and remarkably economical. On my trip up to Aintree and back—and I did not dawdle—I averaged just over 40 miles to the gallon carrying three people and a fair amount of luggage most of the time.

The road-holding and springing are excellent, and I was also impressed by the qualities of the steering, brakes and clutch. The basic model costs only £481 7s. 6d., including £142 tax.

By the way, what do you think about the new Standard chairman? The appointment of Lord Tedder to take the place of Sir John Black came as a surprise to a great many people, and one big-circulation paper came out with some strong criticism of the Standard board's choice of leader.

Yet although Lord Tedder seems to know very little about cars and their manufacture, I think he will be much more than a figure-head. He can be expected to leave the day-to-day control of the business to his young and able managing director, Mr. Alick Dick, but I am sure Lord Tedder's considerable brain will soon make him a force to be reckoned with in the motor industry.

Aged sixty-three, this pipe-smoking Scot, better known perhaps as Marshal of the Royal Air Force Sir Arthur Tedder, was General Dwight Eisenhower's deputy for the invasion of Europe. He is Chancellor of Cambridge University and Vice-Chairman of the B.B.C. Governors.

Dr. J. H. Nelson, chief lighting engineer of the Lucas organisation, has returned to the attack on the subject of the use of dipped headlamps in poorly-lit city streets.

Speaking at a conference of Lucas traders and agents, Dr. Nelson pointed out that on the American and Australian continents headlamps are always used in towns after dark. In Europe the only country in which this practice is followed is Germany.

"Higher traffic density in built-up areas in this country will ultimately force us to follow suit," said Dr. Nelson. "Correct lamp setting is important, not only to enable on-coming traffic to pass in safety, but also to allow the driver t see properly with his own lamps. British drivers are very lax in this respect."

London Transport have just publis a delightful little booklet, at 4s. 6d., wh is intended to encourage the use of thei trains and buses, but which is als great interest to motorists.

It is called *Visitor's London*, an described as an alphabetical reference for the visitor to London who wishes to see something of London's country Compiled by Harold Hutchinson, it ready reference to London's chief buil and places of interest.

For instance, the first entry is Admi Arch. It tells you that it was erect 1910 as part of the national memori Queen Victoria. Dipping at random learn that Earl's Court is claimed t the largest reinforced concrete building i the world . . . that Pall Mall derives it name from the old game of "paill maille," at which Charles II is said to h excelled . . . that Milton's Cottage, a Chalfont St. Giles, Bucks, is the only remaining building in which Milto known to have lived.

The newest and cheapest vehicle ferry service between England and Franc opened on June 1 when a Silver City Airways aircraft flew from Lympne Airport, Kent, to the new Marck airfield at Calais.

By the middle of October more than 6,000 flights are scheduled between the two points. An air ferry aircraft will land or take off from Lympne or Calais every seven minutes of each working day. A further 8,500 flights will take place during the same period on the Le Touquet air ferry.

Vehicle fares on the new Calais air ferry are the lowest ever offered. The cheapest rate of £6 1s. 6d. single for a Morris Minor is 20 per cent. less than last year's Lympne-Le Touquet rate for the same vehicle.

At to-day's B.A.R.C. National Car Race Meeting at Crystal Palace, both Reg. Parnell (Ferrari) and R. Salvadori (Maserati) are expected to compete in the Trophy Race for non-supercharged racing cars up to 2,500 cc.

Accessory footnote: You can now buy a windscreen washer for as little as 25s. It can be fitted to some cars in a quarter of an hour. Offered by Tudor Accessories Limited, it is suitable for hand or foot operation and the nozzles are adjustable to aim the jet at any angle. The plastic water container is rattle-proof and unbreakable, besides showing the water-level at a glance.

ALL ABOARD FOR THE CONTINENT: Into the open jaws of a Silver City Bristol Freighter at Southampton Airport drives one of the latest Jaguar sports cars. It was being flown to France as one of the Jaguar team for the Le Mans twenty-four-hour car race last week-end.

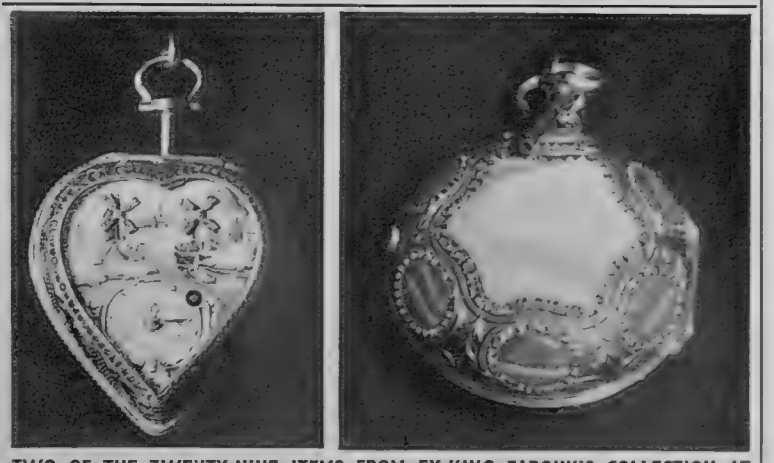
ONTARIO'S RADAR SPEED TRAP: It has been set up by the State Provincial Police and consists of three separate groups of police working in close co-operation. The scanner unit, using the instrument seen in the picture *on the left*, first locates a speeding car, then passes it over to a patrol car 1,000 yards away, where the speed is plotted on a graph (*right-hand* picture). If necessary, the car is then reported to another patrol which takes the necessary action. The motorist has due warning before passing through the speed limit (radar enforced) area.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

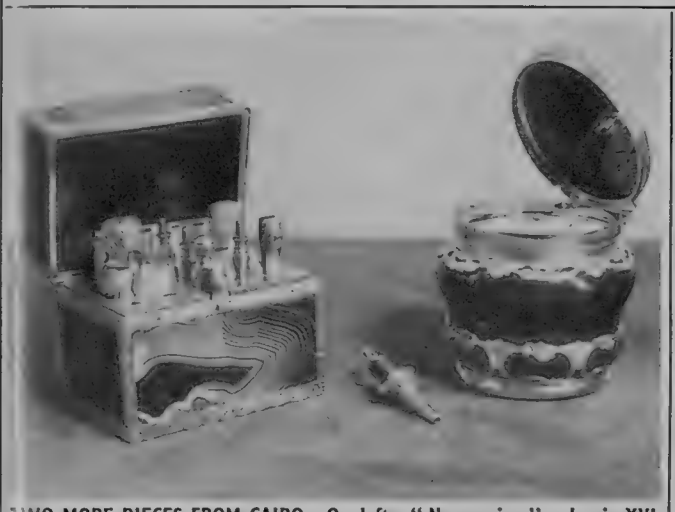
A FOCAL POINT FOR COLLECTORS

The Fourteenth Antique Dealers' Fair and Exhibition at Grosvenor House, which has Opened Under the Patronage of Queen Elizabeth the Queen Mother

A GENERAL VIEW OF THE ANTIQUE DEALERS' FAIR AND EXHIBITION WHICH OPENED LAST WEEK IN THE GREAT HALL AT GROSVENOR HOUSE, LONDON: This year the Fair was opened for the first time by the accredited representative of another country, the ceremony on Wednesday of last week being performed by the United States Ambassador, the Hon. Winthrop W. Aldrich. This year, also, the Queen Mother became Patron of the Fair, thus continuing unbroken the tradition of Royal Patronage established in 1937 by Queen Mary.



TWO OF THE TWENTY-NINE ITEMS FROM EX-KING FAROUK'S COLLECTION AT THE ROYAL PALACE AT CAIRO: An eighteenth-century automata watch (*left*) in gold and enamel, which shows windmills on a painted country scene, and, *on right*, a gold watch with a complicated dial, including calendar and "diablotine" seconds. Both watches are by James Cox.



TWO MORE PIECES FROM CAIRO: On left—"Necessaire," a Louis XVI perfume box, and, on right, a Louis XV snuffbox and watch. Also on show at Grosvenor House is a Louis XVI gold-enamelled-snuffbox made in Paris in 1776 by Charles Le Bastier.

A FINE EXAMPLE OF BATTERSEA ENAMEL: The two decorated ginger jars (one of which is displayed), with silver-gilt mounts, were made in 1780. There is also a ladle which occupies a position between the two jars in the case.

A CHINESE EMPEROR'S HAT-STAND: Ch'ien Lung (1736-95) had this hat-stand made of wood and jade, and inscribed with his own poem.

AN UNKNOWN ARTIST'S PORTRAIT OF THE FIRST QUEEN ELIZABETH: It was painted about 1560. The pictures this year are of a high standard, and include a "Portrait of a Sculptor" by the rare early seventeenth-century French painter Jacques Blanchard.

ONE OF A VERY FEW OF ITS TYPE NOW IN EXISTENCE: This beer strainer in silver gilt and carved ivory was made by George Garthorne towards the end of the seventeenth century. There are also several rare pewter pieces.

A GREAT DISPLAY OF WEDGWOOD PIECES AT THE FAIR: Included in this collection are a Portland vase and several other very rare pieces. Apart from items loaned from collections of members of the Royal Family and the Worshipful Company of Goldsmiths, all exhibits at the Fair are for sale.

The organisers of the Fourteenth Antique Dealers' Fair have gathered an impressive collection at Grosvenor House. Many distinguished art patrons, including members of the Royal Family, and the Worshipful Company of Goldsmiths, have lent exhibits, and once again the Fair has a Royal Patron. The Queen has sent a richly decorated Sedan chair and the Apollo clock, probably by Thomire; the Queen Mother, Patron of the Fair, has lent two Battersea enamelled tea caddies, and the Goldsmiths Company has sent the Orlington Tazza, a notable example of sixteenth-century English craftsmanship. There are also several items of American interest on show, a fact which no doubt prompted the Ambassador, Mr. Winthrop Aldrich, to say in his speech at the opening ceremony that there was nothing that indicated "more the friendship and close cultural relations between our two countries than this Fair." "When we Americans come here," he said, "and buy a lovely piece of furniture, a picture or porcelain, we are, in a sense, participating in your traditions and civilisation."

It is now twenty years since the first Antique Dealers' Fair and Exhibition was opened in the Great Hall at Grosvenor House, and throughout this period visitors have had the opportunity of seeing a good cross-section of the antiques on the market at the time of the Fair, and also of meeting connoisseurs who have advised celebrated collectors during many years. It is a virtue of the Fair that a visitor has to be extremely unlucky to buy anything that is not all it should be.

This year marks the bicentenary of the publication of Thomas Chippendale's *The Gentleman and Cabinet-Makers' Directory*, and so it is appropriate that his furniture should be well represented at the Exhibition. There are a mahogany breakfront bookcase of unusual design; a rare sideboard-commode, and a very fine ormolu-mounted mahogany serpentine commode in the French taste. There is also an interesting mahogany seat made and signed by Strickland, who was a nephew to Vile, the celebrated craftsman. It is dated 1763.

The Fair is open each weekday, between 11 a.m. and 7.30 p.m. until Thursday, June 24, and a proportion of the entrance fee of 5s. is being donated to the National Fund for Poliomyelitis Research and the W.R.A.C. Benevolent Fund.

The World of Books—By VERNON FANE

HUMOUR, PAST AND PRESENT

After Stating that "the Day of English Humour is Declining," Stephen Potter in "Sense of Humour" Recalls the Hilarious Past and Shows what Fun it was

SOMEONE has said that a sense of humour is what most people use in order to avoid the larger issues of life. It is also held that a lethal thrust at any enemy is to accuse him of having no sense of humour. Some also go as far as to say that it is only men who laugh: women smile. Irony is supposed to be an English characteristic, and humorously unappreciated by lesser breeds. The French run to wit and the English don't like sniggerers. The Teuton in his thoroughness runs to Munchausen-like jokes. What is it all about? Mr. Stephen Potter, secure in his reputation for putting a critical opponent at a disadvantage before he begins, grasps the nettle firmly and entertainingly in SENSE OF HUMOUR (Reinhardt. 15s.)

The inventor of *Gamesmanship* begins with a *sortie* into the most vulnerable spot which he calls *The English Reflex*, and it is not without significance that his first sentence reads: "the day of English humour is declining." He finds that *Punch* is not what it was, and that there are no 1954 equivalents of Huxley and Waugh. Nor is he being ironic. In fact, he is being extremely serious, and for the rest of the book he fishes up items from the hilarious past to prove what fun it all used to be. And what fun it was. I suppose all the best jokes are like family jokes, tinged with nostalgia. I don't care so much about Mr. Stephen Potter's theories of humour, national, personal, animal or vegetable, but his book is full of delicious things, and I was delighted to be able, thanks to his admirable selective sense, to laugh my laughs all over again.

AN AUTHOR SAYS FAREWELL TO ONE OF HIS CHARACTERS: Mr. H. E. Bates, author of the book *The Purple Plain*, which has since been made into a film, chats with twenty-one-year-old Burmese actress Win Min Than prior to her departure for her home in Rangoon. She has just finished portraying one of Mr. Bates's characters in the film—her first.

In the middle of August last year, wireless broadcasts and newspapers announced the tragedies which a series of earthquakes had wrought in the Ionian islands. Thousands of civilians here were distressed by the news; units of the Royal Navy, as so often before, went to the rescue, as did ships of the U.S. Navy. The late Mr. Evan John heard of the disasters one morning through the B.B.C. and was on his way by the next available aircraft. TIME AFTER EARTHQUAKE (Heinemann. 15s.) is a result of that voyage in the course of which he wrote in ships, doorways and the slightly safer open air that "I have never before been prouder of British origin. . . ." The figures of material aid, as he explained elsewhere, are available, and make heart-warming reading. "Total value of the order of £120,000," says the Admiralty report, "variety endless, ranging from a bulldozer to babies' bottles."

A few months later Evan John, scholar, historian, novelist and humanitarian, was to die, and this gallant, graceful and virile book is to remain as one of his memorials.

Humour, heroism, and now the practical application of psychiatry to the incidence of crime. Dr. David Abrahamsen is a Norwegian who, about ten years ago, became a member of the staff in New York's Columbia University, where he directed a research project and a few years later organised research on sex offenders for the N.Y. State Department of Mental Hygiene. WHO ARE THE GUILTY? (Gollancz. 13s. 6d.) is his book on the psycho-pathology of crime, in which his main finding is that the criminal is a maladjusted human being, showing early signs in juvenile delinquency, which is mainly derived from emotional tensions in his own home. This dictum, of course, is no longer original; but Dr. Abrahamsen develops his argument with energy and authority, and one can only complain of the monotony of this professional jargon and the clumsiness, to the layman at least, of such expressions as "a modified form of psychoanalytically oriented psychotherapy with interpretations and follow-ups and group therapy." Translating that into less rarefied terms, it seems like a sensible and enlightened plan—even to a layman, and, since part of the object of this book must be to enlighten laymen, it seems a pity that it cannot be done more simply, and in plainer English.

Nearly thirty-five years ago Miss Enid Bagnold wrote *The Happy Foreigner*, a young writer's book about young love and then, just before the war, *The Squire*, a magnificent story about a woman, already the mother of several children, preparing for the birth of her last baby. On these and on a handful of books as diverse as *Serena Blandish* and *National Velvet*, has been founded her reputation as a writer; each book a completely separate entity, and not one of them suggesting the subject or manner of the next. Nevertheless, there is a common denominator in Enid Bagnold's work. "There is no easy clue to them," writes Mr. Arthur Calder-Marshall in his foreword to the volume THE GIRL'S JOURNEY (Heinemann. 16s.), which includes the first two novels in this list, and later: "Her books are deeply happy and full of joy, not because they deny sorrow or refuse to recognise sadness, but because they accept them." These two examples are not, perhaps, the expected ones, but they give the essence and the scope of an exceptional writer.

Miss Loula Grace Erdman's novel, THREE AT THE WEDDING (Hodder and Stoughton. 12s. 6d.), is frankly and unashamedly sentimental, and because of its lack of affectation or false feeling, quite free from those touches of the saccharine that one has learned to dread in stories of this kind. This may partly be due to the admirably observed and drawn background of a small Texas town, not wholly dependent on vast ranches and oil booms, but the type of town that supports a small community in reasonable prosperity, and an even smaller *élite* in modest wealth. The love stories and the success-and-failure stories that combine to form the novel's plot are all credible and all established on a commonsensical (if there is such a word) basis. Pleasant reading, and a book that adds to one's knowledge of those fantastically varied places that make up the United States.

THE THIRD SKIN (Gollancz. 10s. 6d.) is a story about crime, but emphatically not a detective story or a thriller, though one might be inclined to regret that Mr. John Bingham has, however temporarily, abandoned the form in which he has twice been so successful. The present book is a study of two "cosh-boys," Les and Ron, the way they achieve their nasty little objectives, and some of the things that make them tick. It is brilliantly done, depressing and, in mood and atmosphere, the very stuff of truth, so that I am conscious of being escapist when I reflect that my preference for Mr. Bingham's detective stories is probably due to the fact that I *can* regard them as pure fiction.

Quite as absorbing as even his most popular books is the mystery of B. Traven himself. Because not only does no one know who he is, but no one, not even the Mexican agent, through whom his royalties are paid, has clapped an eye on him. B. Traven's books, nevertheless, continue to sell abundantly all over the world, and the latest one is GENERAL FROM THE JUNGLE (Robert Hale. 10s. 6d.), a tale of Mexican Indians fighting a dictator about fifty years ago, and successfully led into battles and skirmishes by a boyish "officer." The translation is by Mr. Desmond I. Vesey.

THE JOKER (Gollancz. 12s. 6d.) is M. Jean Malaquais's new novel, in which he demonstrates with amazing virtuosity his ability to create nightmare atmospheres and, having done that, to persuade the reader that he will have a hard time waking from this particular bad dream. It is quite a gift, and, I need hardly say, a thoroughly uncomfortable one to anyone on the receiving end who has an over-sensitive imagination. The present book may be read as a psychological thriller, or an allegory of our times, or a defence of individual rights. In any of these cases it must be held to be extremely well-written, and more than adequately translated by Herma Briffault.

Mr. James Pattinson's SOLDIER, SAIL NORTH (Harrap. 10s. 6d.), is a tale of a small merchant ship in the Russian convoys during the war, a ship that "had had her fill of wandering about the sea-lanes of the world long before the war started," and was condemned to work on long after she should have gone into retirement. The author writes from personal experience, unmistakably, and his book has the authentic as well as the moving touch of recollection transcribed without bitterness and with some pride.

BRIDE BY CANDLELIGHT (Macdonald. 9s. 6d.) is a thriller by a New Zealand author, Miss Dorothy Eden, whose work is well worth remembering not only for its exciting content, but also for the haunting quality of its physical background, in this case the Alp Country of the South Island. The story itself is well constructed too, and certainly worthy of being judged on its constructional merits, but Miss Eden appears to be at her best writing about people and countryside when the first are slightly distracted by their murderous intentions, and the second slightly obscured by them.

New York and New Jersey are the settings for Paul Ernst's detective story, THE BRONZE MASK (Cassell. 9s. 6d.), in which the sleuth has what I believe his *genus* describe as a tangle with the local police without impairing his amateur standing. Pretty girls, shady night clubs, stolen diamonds: many of the trappings of the story might sound over-familiar, but it is very readable, all the same, and to have guessed the solution correctly is not necessarily a bad mark against the author.

DEATH GOES TO A REUNION (Hammond, 8s. 6d.) is about that peculiarly American function, the formal get-together of middle-aged men (or, as in this case, women) who have all attended college at the same time. Being a contemporary on those terms must always be a tenuous bond, and so it proves, disastrously, in the case of the old dears of Kathleen Moore Knight's story, which makes no pretensions to the subtle or the stylish, but which is undeniably easy to read.

O.C. V2

A German General Describes His War-time Responsibilities and Frustrations

Major-General Walter Dornberger was from 1930 to 1945 in charge of research and development of the liquid propellent rocket in the German Army, and in V2 (Hurst and Blackett. 16s.) he has written one of the most revealing books to emerge from post-war Germany. What the General has to say about rocket research and development is, of course, fascinating, and it becomes very clear how little the Americans have added to our knowledge of space flying as a result of taking over the V2 and many of its technicians from defeated Germany. What is important from an historical viewpoint is the General's revelation of the utter chaos which reigned in Germany at war, with a dreaming Dictator making front-line decisions based on his dreams and hunches, and the Higher Command ever at variance on what should be the main priorities. As a result, the wretched Dornberger, in charge of affairs at Peenemünde, never really knew how seriously the lords and masters of Germany regarded the V1 or the V2, what degree of importance they were willing to give these weapons at any one moment, or what faith they had in them as war-winning weapons. At the start of his most informative volume the General describes the well-nigh perfect V2 launching of October 3, 1942, when, standing on the flat roof of the Measurement House at Peenemünde, he saw the rocket mount vertically from its firing table and prove to the jubilant, madly dancing, hand-shaking technicians present that it was now possible to build piloted missiles or aircraft to fly at supersonic speed, reaching heights never before touched by any man-made machine. Of the frustration that followed that launching the General has plenty to say; he also has much to say of the associates who were thrust upon him. The climax of this drama does not come with the Allied raid on Peenemünde, for it was evidently not the success we deemed it to be; it comes rather with the race against time and the advancing infantry in North-West Europe. By March 1945 over 4,500 V2's had been launched operationally, and even more V1's had been sent aloft. What a much more devastating war it might have proved if the V1 and V2 programme had been given the go-ahead when the technicians first signalled success.

If you take the road from Paris south-westwards to Chartres and Chateaudun, or edge rather more southwards to Orleans, you enter upon a fascinating land famed for its mighty river, the Loire, for the chateaux that lie along its banks and along the banks of its tributaries, and for its place in history. In CHATEAUX OF THE LOIRE (Putnam. 18s.), Vivian Rowe treads this familiar ground as if unconscious of the fact that many writers, no less skilled, have gone this way before. He is an enthusiast, and a sentimental traveller, and his accounts of these great castles, Blois (the Windsor of France), Chinon (with its memories of the Maid), Langeais and Azay-le-Rideau (of the glorious name), and many others bring to mind very clearly the pleasure-loving age in which they were built.

Let us face the fact that Napoleon, Abraham Lincoln and the late Lord Northcliffe have a serious new rival in the field of multiple biography in the late Mahatma Gandhi. The testimony to the great Indian leader seems likely to grow rather than diminish in the years ahead, and whatever is written now in the close proximity to the days of Gandhi's life will have a special value for the biographer who one day assembles the rich and varied material. WOMEN BEHIND MAHATMA GANDHI (Max Reinhardt. 18s.) is the work of Eleanor Morton, a Quaker. She shows Gandhi as the centre of an adoring circle of women, such as Olive Schreiner, Annie Besant, Madame Pandit, Sarojini Naidu and, perhaps most interesting of all, Madeleine Slade, daughter of Admiral Sir Edmund Slade, who became the Mahatma's servant. The book is clearly the work of an ardent admirer of Gandhi, but there is a second-hand flavour about much of the material, and in some chapters this is very marked.

Dr. N. J. Berrill is described as a populariser with a difference. That is to say, he is an expert, also allying his expert knowledge to the populariser's gift for seizing the salient points of a subject and presenting them with freshness and clarity. In his latest book, SEX AND THE NATURE OF THINGS (Gollancz. 13s. 6d.), Dr. Berrill traces the evolutionary process of the animal world in terms of sexual habits, from the earliest known forms of life to the development of man, from simple hermaphroditic reproduction through all manner of variants to the complex systems of placental birth. The author is not only a trained naturalist, but a born writer.

A unique achievement in compression is THE BIBLE IN BRIEF (Wingate. 8s. 6d.). In the space of a single volume of under 300 pages, James Reeves, without departing from the Authorised Version of 1611, gives a clear, continuous narrative from the New and Old Testaments. It is a most worthy effort, offering a piece of continuous reading which surely many Bible students must have sought.

A GLOSSARY OF SEA TERMS (Cassell. 18s.) is the work of Gershom Bradford, who from A.B. to Zulu (a Scottish lug-rigged fishing boat) covers the language of the sea, excepting only the seaman's more lurid expressions.

MACK AL SICKER

Albany Club

welcome home overseas members
past and present

3 SAVILE ROW · LONDON · W. 1

Flowers *at sunrise*

One of many lovely dressing table services with floral designs

It is impossible, in black and white, to do full justice to the design and colouring of this very lovely sterling silver service in which a floral pattern is hand-painted on beautifully tinted enamel. You should really come and see it at the Showrooms. Or you may order by post with confidence.

MAPPIN AND WEBB LTD

LONDON SHOWROOMS:
156-162 OXFORD STREET, W.1.
2 QUEEN VICTORIA STREET, E.C.4.
172 REGENT STREET, W.1.
SHEFFIELD: SHOWROOMS, NORFOLK ST.

Introducing

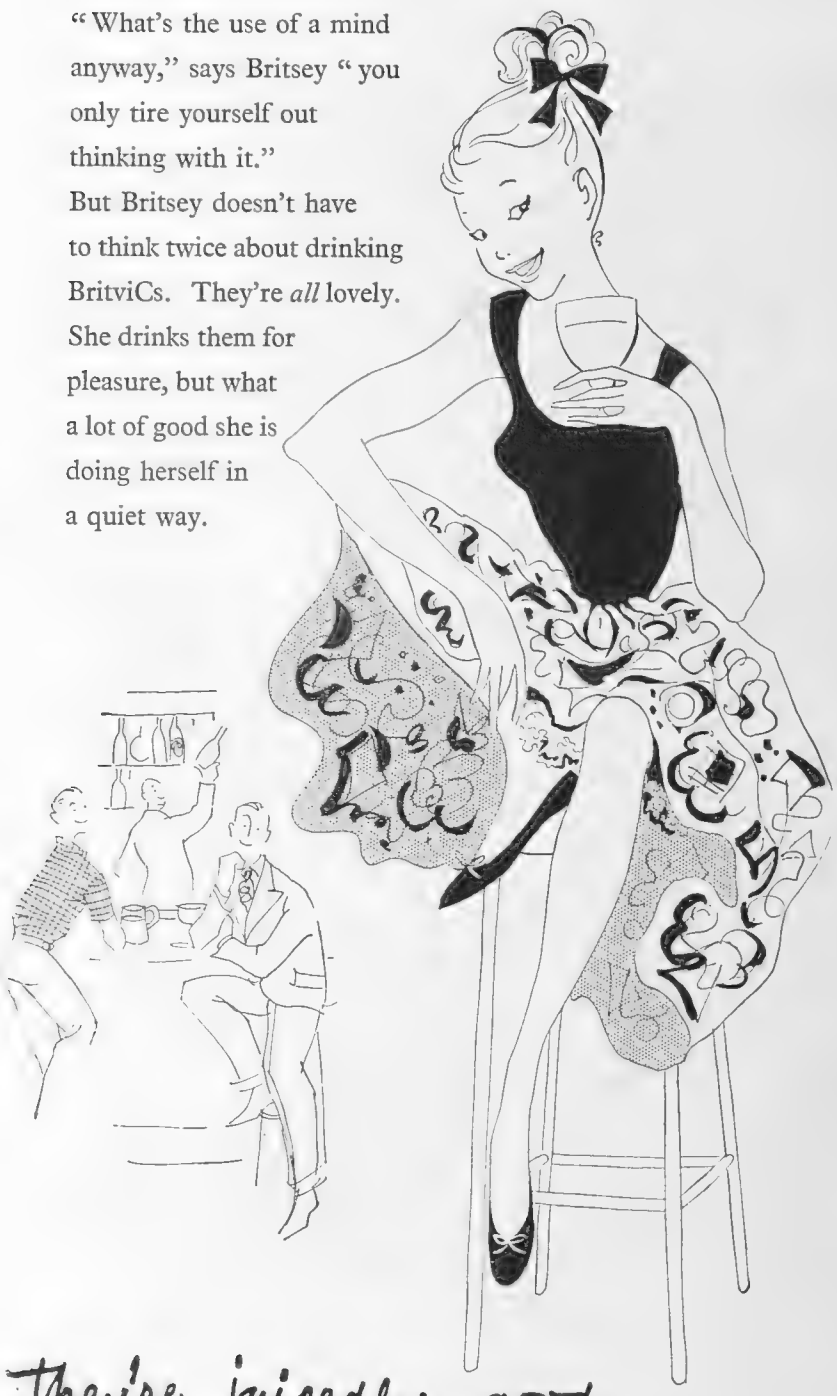
THE HON. ANGELA BRITVIC-FFRUIT

(*County, you know. One of the ffruits of Experience*)

The Hon. Angela (*Britsey* to her friends) has the face of Innocence with a dash of Delilah: a figure quite blatantly anti-Picasso, and a mind . . .

"What's the use of a mind anyway," says Britsey "you only tire yourself out thinking with it."

But Britsey doesn't have to think twice about drinking BritviCs. They're *all* lovely. She drinks them for pleasure, but what a lot of good she is doing herself in a quiet way.



they're juicedly good

GRAPEFRUIT · PINEAPPLE · ORANGE · GOLD (Cocktail)

and 5 exhilarating TOMATO varieties

BRITVIC LIMITED · CHELMSFORD · ESSEX · ENGLAND

A gracious welcome to your guests

20/- bottle · 10/6 half-bottle

New York: EXCELSIOR WINE CO., 150 BROADWAY

Free as a Bird

You're air-conditioned in

AERTEX Regd. **all year round**

In Aertex you've no need to worry if it's too hot or too cold (and it's sure to be one or the other). *You're* always comfortable because the air-cells in the weave cool you in the heat and warm you in the cool. The reason's a bit technical, but the result's the same — you're air-conditioned for comfort all year round in Aertex shirts, underwear and pyjamas.

Free Illustrated 1954 Catalogue *For your copy send this coupon to Advertising Manager, Aertex, 1 Long Lane, London, S.E.1. Tel: Hop 2855.*

Do you know the name of your nearest Aertex retailer? YES | NO

Genuine Aertex bears this label

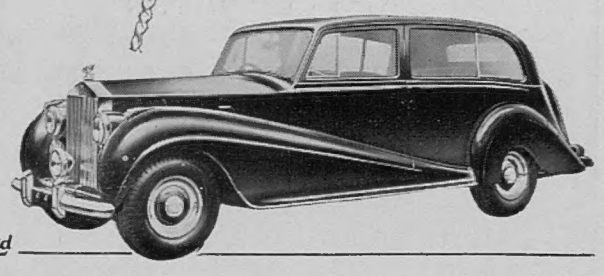
NAME .....

ADDRESS .....

.....

USUAL SHOPPING CENTRE..... PC 1

"Oh yes . . . I always consult Car Mart about Rolls-Royce or Bentley"



Car Mart Ltd

Established in the year 1907

HEAD OFFICE:

STANHOPE HOUSE, 320, Euston Road, N.W.1. Euston 1212.

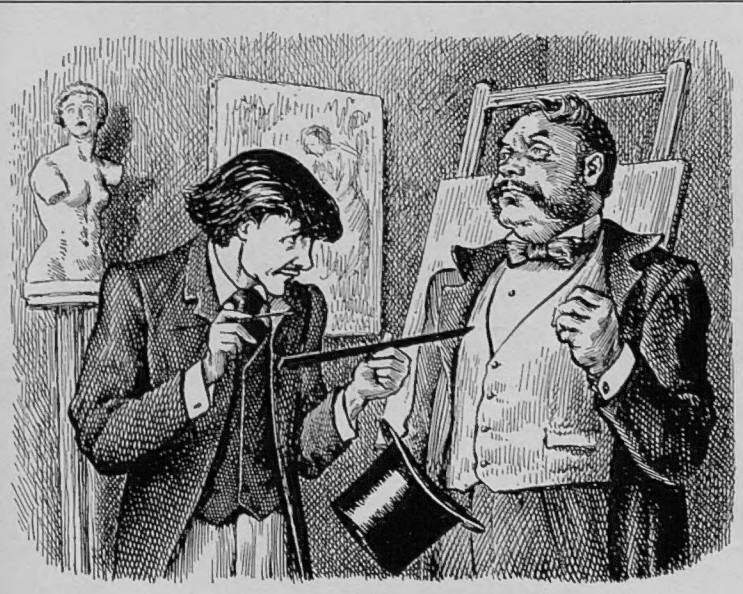
GLOUCESTER HOUSE, 150, Park Lane, W.1. Grosvenor 3434.

AUSTIN HOUSE, 297, Euston Road, N.W.1. Euston 1212.

37, Davies Street, W.1. Mayfair 5011.

Also branches at Ealing, Streatham, Hendon.

SINCE MID-VICTORIAN TIMES

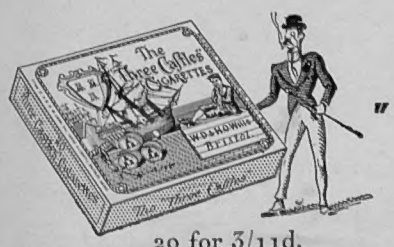


AN AFFAIR OF TASTE

Artist (who thinks the Royal Academy ought to give his Landscape a room all to itself). "WHAT SHOULD I GET FOR IT?"

Sir Gorgius Midas (who doesn't know anything about Art, but knows what he likes—and what he doesn't!). "SIX MONTHS!!!"

[Collapse of Our Artist. But struck by a Happy Thought, he proffers one of those exquisite "THREE CASTLES" Cigarettes, and under its Beneficent Influence, Sir G. is beguiled into purchasing the Masterpiece —for a Fiver!



20 for 3/11d.

It's always been THE **"THREE CASTLES"** CIGARETTES *for The Quality*

W. D. & H. O. Wills, Branch of The Imperial Tobacco Co. (of Great Britain & Ireland), Ltd. TT275H

BY APPOINTMENT SILVERSMITHS TO THE LATE KING GEORGE VI

Fine Silverware at '112'

THE CHARM of new designs, the care inherited from generations of craftsmen, are blended in the production of this modern Tea Service. It is one of many such services displayed at '112' Regent Street. An illustrated catalogue will be sent upon request.

GARRARD & CO. LTD.

Crown Jewellers

formerly

THE GOLDSMITHS & SILVERSMITHS COMPANY LTD.

112 REGENT STREET · LONDON · W.1 TELEPHONE · REGENT 3021

June is here

. . . and the best magazine for holiday reading is the re-styled Britannia and EVE. **SHORT STORIES?** *In the June issue there are four full-length stories to amuse and entertain you.* **ARTICLES?** *Twenty illustrated features on a delightful variety of subjects—television, etiquette of the London season, painting about the house, lessons for sunbathers, caravanning, cooking, beauty, books and many others just as diverting.* **SUMMER FASHIONS?** *You'll have eight colour pages to put you right in the picture. Altogether, a wealth of good reading to enjoy at home or on holiday. Make a bee-line for the bookstall . . . just ask for*

the re-styled BRITANNIA and Eve

Come cruising

to VENICE and THE MEDITERRANEAN

in the 28,000 ton liner

S.S. ORCADES

Leaving 3rd July for 20 days

Calling at:

GIBRALTAR · VILLEFRANCHE
CANNES · MESSINA · VENICE
CORFU · GENOA · CASABLANCA
VIGO · SOUTHAMPTON

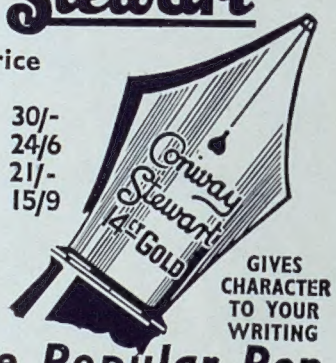
ORIENT LINE

26 COCKSPUR ST, LONDON, S.W.1
Telephone: TRA 7141 or Agents

Please ask for Illustrated Brochure giving details of other Orient Line Cruises in July, August and September

The ALL-BRITISH Conway Stewart

Price No.
58 30/-
28 24/6
388 21/-
75 15/9



GIVES CHARACTER TO YOUR WRITING

The Popular Pen with the Marvellous Nib

ALWAYS USE
WRIGHT'S
COAL TAR SOAP

Refreshes the whole Family

AFTER WORK, SPORT AND TRAVEL

Available in Toilet and Bath Size Tablets

I love

APRY

the liqueur of the ***Apricot***

Made by

MARIE BRIZARD

who also make the perfect Creme-de-Menthe-liqueur of the mint!

BY APPOINTMENT TO THE LATE KING GEORGE VI MOTOR CAR TYRE MANUFACTURERS

Dunlop 'Fort' car tyres are designed for the motorist who is prepared to pay a little more for a tyre that is without equal for strength, trouble-free performance and long mileage. Like all other Dunlop car tyres it carries the famous Gold Seal, symbol of the latest and best in tyre-building technique.

DUNLOP FORT

In a Class by Itself

3H/109

DEAUVILLE

LA PLAGE FLEURIE

ROYAL HOTEL : NORMANDY HOTEL
HOTEL DU GOLF

CASINO Roulette · 30 et 40 · Baccara

IMPORTANT SPORTING EVENTS IN JULY

3rd to 5th: Royal Aero Club Air Rally to Deauville
5th to 11th: Tennis "Coupe des Nations"
15th to 19th: International Horse Show
15th to 30th: Pigeon Shooting (7 million francs in prizes)
16th to 18th: Competitions between British & French M.P.s
24th to 25th: Women's International Air Rally

—— June 18 to September 12 ——

LONDON–DEAUVILLE by AIR FRANCE

Consult your Travel Agent or Air France

NEW GOLF (2 courses) July 16th to August 2nd
"Grande Quinzaine Internationale"
September 2nd to 5th: "Les Coupes d'Or"

—— AUGUST ——

HORSE RACING ON TWO RACE-COURSES
AUGUST 29th: "GRANDE PRIX DE DEAUVILLE"

POLO: 20 important matches
August 22nd: "COUPE D'OR"
World Open Championship (20 goal teams)

SALE OF YEARLINGS

Gorgeous Galas at the Ambassadeurs
August Bank Holiday Gala

Two hours from Paris by Rail or Road
SEASON: EASTER TO OCTOBER

PIERRE PAGÈS

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, JUNE 19, 1954. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.